

2008

WORLDWIDE BREWING ALLIANCE

Drinking and Driving Report

8th edition

Recent trends and programmes



KOREA ALCOHOL & LIQUOR
INDUSTRY ASSOCIATION



BEER INSTITUTE



Brewers Association of Japan



The Union of Russian Brewers



Brewers Association of Canada



The Brewers of Europe



China Alcoholic Drinks Association



BREWERS
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CERVECEROS
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CONTENTS



FOREWORD	1
PREFACE	2
BLOOD ALCOHOL CONCENTRATION (BAC) LEVEL	5
RANDOM BREATH TESTING	13
ALCOLOCKS	16
PENALTIES	19
LEGISLATIVE CHANGES	25
STATISTICS	29
ENFORCEMENT LEVELS	44
COMPARATIVE STATISTICS TABLES	53
BREWING SECTOR ACTIVITY	56
Annex 1: Table 1. BAC Level by State or Capital in Mexico	77
Table 2. Drink-driving Penalties in Mexico	78
Annex 2: Penalties — Canada	79
Annex 3: Penalties — Europe	80
Annex 4: Penalties — Australia	89

FOREWORD

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President and CEO of the Traffic Injury Research Foundation (TIRF)



Much has changed in the fight against impaired driving in the past two decades. Significant declines in alcohol-related motor vehicle deaths and injuries, ranging from 25-50%, have been achieved in many countries around the world. These declines have occurred as a result of two important changes.

First, there has been a dramatic shift in public attitudes from complacency and apathy to a situation where drinking and driving is considered by most to be socially unacceptable and reprehensible. Alcohol-impaired driving has become a priority concern and this evolution in perspective has been both encouraged and reinforced through the development of national initiatives in many countries to raise public awareness and political support to address impaired driving.

This progress has been paralleled by the identification and implementation of proven prevention measures to reduce alcohol-impaired driving. Countries have focused on research initiatives that identify effective policies and legislation to deter drinking and driving. At the same time, they have emphasized the development of evidence-based programmes such as alcohol ignition interlocks, administrative licence suspension and vehicle impoundment.

In recent years, progress has slowed in reducing deaths and injuries due to alcohol-impaired driving. Although some countries, such as France and Germany, continue to achieve declines, in many jurisdictions such reductions have been nominal, and in some instances trends have even been reversed. This is a cause for concern.

In order to reinstate progress, governments, researchers, NGOs, the public, and industry are collectively seeking new strategies and model practices to address the problem. More importantly, they are forming partnerships across agencies and sectors to reduce alcohol-related deaths and injuries. The brewing industry has been an active participant in this movement and has become a strong ally in the fight against impaired driving.

As evidence of this, Canadian brewers have partnered with government and the automotive industry to monitor the impaired driving problem and have been actively involved in the development of a consensus-based National Alcohol Framework. In the United States, brewers have supported independent, landmark research initiatives that provided important insight into priority problems in the justice system and supported the development of practical solutions. And, in Europe, Australia, and other parts of the world, brewers have promoted public awareness campaigns and responsible drinking initiatives and supported enhanced legislation, enforcement measures, and evidence-based programmes.

This report from the Worldwide Brewing Alliance monitors the progress that has been achieved across jurisdiction and contains insight into effective strategies that should be encouraged. It is an important vehicle to share experiences and promote comprehensive initiatives to reduce impaired driving.

The Worldwide Brewing Alliance is to be recognized and commended for its leadership and commitment to being part of the solution.



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PREFACE

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This report contains information from the 2007 / 2008 survey of drinking and driving undertaken by the Worldwide Brewing Alliance (WBA)¹ in which questionnaires are sent to brewing trade associations around the world. The information has been used to update earlier editions of this report which has been produced regularly since 1998. Every effort has been made to ensure that the information is as up to date as possible, however, updates have not been provided for all countries listed.

The WBA prepares this report to disseminate good practice, show the progress that has been achieved in reducing alcohol-impaired driving, and demonstrate the part that the brewing sector can play in helping to deter people from drinking and driving. The 2003 report was circulated on the occasion of World Health Day 2004 which was devoted to road safety.

Information is included from 53 countries (12 more than the 2005 report and 23 more than the 2003 report). These countries have widely differing legal systems and cultures.

To make the report easier to use, the data have been grouped according to geographical region. The Member States of the European Union together with the European Free Trade Association (EFTA) countries are shaded in orange, Latin American countries in green, and countries who are not part of these groups are in yellow.

Significant Events and Reports in 2007/8

Recent research supports the view that a targeted approach to solving the problems of alcohol-impaired driving is taking hold. Two areas in particular are singled out. These are young people — a disproportionate number of young people are involved in alcohol-related accidents — and repeat offenders. Both groups are the subject of a recent review by the European Transport Safety Council (ETSC)².

Technology is also the subject of several recent papers and is credited with the ability to eliminate impaired driving eventually. A new generation of alcohollocks is emerging, and new devices in contact with the skin are now able to measure whether alcohol has been consumed.

¹ The Worldwide Brewing Alliance represents the brewing industry in Australia, Canada, China, Europe, Japan, Korea, Latin America, Russia and the USA (representing 88% of the beer production worldwide). Its members are listed below.

The Beer Institute,
The Brewers Association of Australia and New Zealand Inc.,
The Brewers Association of Canada,
The Brewers Association of Japan,
The Brewers of Europe (whose membership encompasses 26 European brewing trade associations),
The British Beer and Pub Association,
Cerveceros Latinoamericanos (whose membership includes South American brewers and trade associations),
China Brewing Industry Association,
Korea Alcohol & Liquor Industry Association and
The Union of Russian Brewers.

² http://www.etsc.be/documents/ETS_004-08.pdf

³ Ditter SM, Elder RW, Shults RA, Sleet DA, Compton R, Nichols JL (2005). "Effectiveness of Designated Driver Programs for Reducing Alcohol-Impaired Driving A Systematic Review." *American Journal of Preventive Medicine* 28(5S): 280-287.

Results of the first trials of these in-car “alcolocks” are now available^{4,5}. The results show that they can be used effectively to reduce recidivism in repeat offenders and have the potential to change behaviour in the hard-core drink drivers who are responsible for the majority of the problem. The “International Inventory of Interlock Programs” published by the Traffic Injury Research Foundation (TIRF) includes information on legislation and trials from jurisdictions in Australia, Canada, Europe, and the United States⁶.

Another ETSC fact sheet reports specifically on alcohol-impaired driving⁷. It states that “In Europe as a whole, reductions in alcohol-related fatalities have been more substantial over the last decade than reductions in other areas such as speeding on the roads”. Fourteen of the twenty countries included in the analysis show reductions and in some places (Czech Republic, Belgium and Germany) fatalities caused by alcohol-impaired driving decreased by more than 10% every year on average between 1996 and 2005. The ETSC estimates that in the EU as a whole, around 2 - 3% of journeys are associated with an illegal BAC limit.

Key points from this report

The contributions to this report indicate that the overall trend in the statistics is downwards for alcohol-related accidents, casualties and fatalities. In some countries, the rate of decline appears to be slowing; but most show a dramatic long-term decline since the 1980s. Given the differences in legislation (8 different BAC limits are in force in the 53 countries listed), penalties and enforcement levels shown in this report, the common trend is remarkable. The report also highlights the very low risk of being caught in most jurisdictions.

It is clear from the countries where statistics are improving that the most effective policies include a package of measures including stricter enforcement, tougher penalties, educational programmes, mass media campaigns to produce a cultural shift and toughening the process of having a licence reinstated after suspension.

Many countries continue to actively address the issue of alcohol-impaired driving through additional legislation. The clear trend is towards tougher penalties and greater police powers to increase enforcement.

Caution is still needed when attempting to compare the statistics among different countries as the way in which alcohol-related statistics are defined does vary from place to place (see page 30).

⁴ http://ec.europa.eu/transport/roadsafety_library/publications/alcolock_d3.pdf

⁵ <http://www.dft.gov.uk/pgr/roadsafety/research/behavioural/thirteenthseminar/theeffectsofbreathalcoholign4702>

⁶ www.trafficinjuryresearch.com/interlock/interlock.cfm

⁷ ETSC PIN Annual Report (2007). Chapter 3 Reducing deaths from drink driving. www.etsc.be/documents/PIN_Report.pdf

It is also important to recognise that many factors contribute to the reduced numbers of casualties and fatalities. They include: increased public awareness; safer vehicles; use of seat-belts and motorcycle helmets; active enforcement of existing laws; and increased personal responsibility.

There is also an increasing number of defined contributing factors for accidents, such as excess speed, fatigue, mobile phone use and drug use; and positive blood alcohol levels may be blamed for an accident which in fact had a number of contributing factors. More research is needed into the causes of these accidents.

Drink-drive education and measures such as “alcolocks” are good examples of effective targeted harm minimisation techniques. Rather than trying to reduce the consumption of all drinkers, or the miles travelled by all drivers, they target just those people who continue to combine the two activities. More initiatives now need to be targeted specifically at the “hard core” of repeat offenders.

The brewing sector worldwide is committed to helping combat alcohol impaired driving and is proud of the part that it has played in increasing public awareness through its many initiatives and campaigns and in decreasing drinking and driving fatalities and injuries. The number of these initiatives aimed at reducing drink-driving, shown in this report, increases each year. Many are undertaken in partnership with the government or local road safety organisations, and this helps to strengthen the message. Additional information about these campaigns can be found in the second edition of “Global Social Responsibility Initiatives” another publication of the WBA⁸.

Increasingly, evaluation of these campaigns is showing their effectiveness in raising public awareness and reducing the number of people driving after drinking. It is clear from this that the brewing sector is an important part of the solution which cannot be overlooked.

⁸The second edition of Global Social Responsibility Initiatives was published in 2007 by the Worldwide Brewing Alliance. The document can be viewed on the website of The Brewers of Europe — www.brewersofeurope.org, and hard copies can be obtained by e-mailing info@brewersofeurope.org

BLOOD ALCOHOL CONCENTRATION (BAC) LEVEL

1. Current national maximum permitted Blood Alcohol Concentration (BAC) level.

National Maximum Permitted Blood Alcohol Concentration (BAC) Level

0.10%	0.08%	0.07%	0.05%	0.04%	0.03%	0.02%	0.00%
0.1g/100ml	0.08g/100m	0.07g/100m	0.05g/100m	0.04g/100ml	0.03g/100ml	0.02g/100ml	
1.0g/litre	0.8 g/litre	0.7g/litre	0.5g/litre	0.4g/litre	0.3g/litre	0.2g/litre	
100mg/100ml	80mg/100ml	70mg/100ml	50mg/100ml	40mg/100ml	30mg/100ml	20mg/100ml	
	Ireland ⁹ Malta UK ¹⁴		Austria Belgium Bulgaria ¹¹ Cyprus ¹³ Denmark Finland France Germany ¹⁵ Greece Italy ¹⁶ Latvia Luxembourg Netherlands Portugal Slovenia Spain ¹⁷ Switzerland Turkey	Lithuania		Estonia ¹⁰ Croatia Norway Poland Sweden	Czech Republic Hungary Romania ¹² Russia Slovak Republic
El Salvador ¹⁸	Ecuador Guatemala ²⁰ Mexico ²¹ Venezuela	Honduras	Argentina Chile Costa Rica Dominican Republic ²² Peru	Columbia		Brazil ¹⁹	Panama
	Canada New Zealand ²⁵ USA (all States) ²⁶		Australia ²³ Republic of S. Korea South Africa		Japan ²⁴	China	

⁹ 80 mg/100 ml of blood or 10 mg/100 ml of urine or 35 mg/100 ml of breath.

¹⁰ 0.2 – 0.49 per mille: signs of intoxication, 0.5 per mille: state of intoxication.

¹¹ Republic of Bulgaria Act on Road Traffic, Art.3, paragraph 2, item 3 (Published State Gazette, issue 20/1999).

¹² Government Decision 195/2002.

¹³ The prescribed limit in breath is 22 micrograms of alcohol per 100 millilitres of breathing air (Article 5 and 6 of Law 174 of 1986).

¹⁴ Also 35 micrograms/100 ml breath.

¹⁵ The Federal limit is 0.05% but drivers with a level of 0.03% will be prosecuted if involved in an accident, endangering or hurting someone.

¹⁶ Law 125/2001.

¹⁷ 0.5gr/l of blood or 0.25mg/l of breath.

¹⁸ There is no precise norm nor law as backup. Execution has been empirical.

¹⁹ The maximum permitted BAC level since the publication of the new law 11.705 in June 2008.

²⁰ 0.08% is the maximum permitted BAC but prosecution may result at 0.05% where the driver is incapacitated.

²¹ The limit varies from state to state – see below.

²² Maximum limits 0.25mg/L in air (0.50 gr per litre of blood).

²³ Uniform across states but not federal law.

²⁴ Drunk drivers are usually tested by breath test (Breath Alcohol Content 0.15mg/l). Blood tests are performed only on drivers who refuse the breath test. Convictions can also be made when a person appears completely drunk regardless of BAC. International Division, Japan Traffic Safety Association, 1st July 2003.

²⁵ 400ml/l breath.

²⁶ Almost all traffic enforcement in the United States occurs at the state level. By August 2005, all 50 states and the District of Columbia had a 0.08% BAC per se law in effect.

2. Are there any Interstate variations?

Argentina	Province of Córdoba: 0.04%. Provincial law 8560.						
Mexico	The maximum BAC level permitted and the penalties for drinking and driving are established by each state/municipality. (see Annex 1: Table 1)						
Canada	A federal criminal blood alcohol level (established by the Criminal Code of Canada) of 0.08% and higher applies in all provinces and territories. Details on penalties for driving with a criminal blood alcohol level can be found in Annex 2. In addition, at the provincial/territorial government level all jurisdictions except Quebec have existing administrative programmes to address the issue of lower blood alcohol drivers (less than 0.08%). These programmes generally entail the issuing of short-term licence suspensions to quickly remove low blood alcohol level drinking drivers from the road. These programmes can be used by police officers for drivers below the legal threshold but above the 0.04% or 0.05% range depending on jurisdiction. The rules regarding driver licence suspension differ, but the suspension is typically short, approximately 24-72 hours, with typically no escalation for repeat offences and often no record is kept of the administrative sanction. Ontario, however, has introduced legislation to track such offences. In all provinces/territories, if the blood alcohol level is below 0.08%, Criminal Code sanctions do not apply.						
China	For example. <table border="1" style="margin-left: 20px;"> <tr> <td style="border: none;">Chongqing</td> <td style="border: none;">drinking drive</td> <td style="border: none;">BAC ≥ 0.10mg/100ml</td> </tr> <tr> <td style="border: none;"></td> <td style="border: none;">drunk drive</td> <td style="border: none;">BAC ≥ 100mg/100ml</td> </tr> </table>	Chongqing	drinking drive	BAC ≥ 0.10mg/100ml		drunk drive	BAC ≥ 100mg/100ml
Chongqing	drinking drive	BAC ≥ 0.10mg/100ml					
	drunk drive	BAC ≥ 100mg/100ml					
USA	As of August 2005, all states have a 0.08% BAC per se law in effect.						

3. Date this BAC level came into force.

4. BAC level before date in Q3.

Summary of Responses to Questions 3 and 4

1966	Czech Republic		Australia (Victoria) *
1967	UK*		
1969			Canada (Federal)*
1971	Poland		
1972	Luxembourg		
1974	Netherlands (reduction from 0.08%)		
1975	Hungary		
1977	Finland		
1978			New Zealand (reduction from 0.10%)
1983	Turkey ²⁷		
1989			South Africa (reduction from 0.12%), Republic of South Korea
1990	Sweden (reduction from 0.05%)		
1992			Australia* (reduction from 0.08%)
1993		Costa Rica (reduction from 0.10%), Panama	
1994	Belgium (reduction from 0.08%), Bulgaria (increase from 0.0%), Ireland* (reduction from 0.10%)		
1995	France (reduction from 0.07%)		
1996	Slovak Republic ²⁸	Ecuador	
1997		Argentina*, Brazil* (reduction from 0.08%)	
1998	Austria (reduction from 0.08%), Denmark (reduction from 0.08%), Germany (reduction from 0.08%), Malta	Venezuela	
1999	Spain (reduction from 0.08%)		
2000	Romania	Honduras	USA* (Reduction from 0.10%; not fully implemented nationally until 2005)
2001	Norway (reduction from 0.05%), Estonia	Peru	
2002	Portugal* (increase from 0.02%)	Columbia (reduction from 0.10%), Dominican Republic*	Japan (reduction from 0.05%)
2003	Italy (reduction from 0.08%)		South Africa (reduction from 0.08%)
2004		Chile	China
2005	Switzerland (reduction from 0.08%)		
2006	Cyprus (reduction from 0.09%)		
2007	Luxembourg (reduction from 0.08%)		
2008		Brazil (reduction from 0.06%)	

* Additional comments

²⁷ Road Traffic Law dated Oct 13 1983 – No. 2918.

²⁸ Decree N ° 315/1996 came into force in 1996. Previous law Decree N° 99/1989.

*** Additional comments:**

Ireland

Section 49 of the Road Traffic Act 1961 as inserted by Section 10 of the Road Traffic Act 1994 created four separate drink driving offences in Ireland. These offences are as follows:

- An offence of driving or attempting to drive a mechanically propelled vehicle in a public place while under the influence of an intoxicant to such an extent as to be incapable of having proper control of the vehicle. (Section 49(1));
- An offence of driving or attempting to drive a mechanically propelled vehicle in a public place while there is present in your body a quantity of alcohol such that, within three hours after so driving or attempting to drive, the concentration of alcohol in your blood exceeds a concentration of 80 milligrams of alcohol per 100 millilitres of blood. (Section 49(2));
- An offence of driving or attempting to drive a mechanically propelled vehicle in a public place while there is present in your body a quantity of alcohol such that, within three hours after so driving or attempting to drive, the concentration of alcohol in your body exceeds a concentration of 107 milligrams of alcohol per 100 millilitres of urine. (Section 49(3)); and
- An offence of driving or attempting to drive a mechanically propelled vehicle in a public place while there is present in your body a quantity of alcohol such that, within three hours after so driving or attempting to drive, the concentration of alcohol in your breath exceeds a concentration of 35 micrograms of alcohol per 100 millilitres of breath. (Section 49(4)).

Portugal

A Decree-law 161/2001 of 2nd May 2001, changed the maximum BAC level from 0.05% to 0.02%, effective June 2001. This was later deferred to October 2002 pending a review of the subject by a scientific committee but the decree-law was withdrawn. The decision was reversed due to lack of evidence that lowering BAC limits helps improve road safety.

UK

Roadside breath tests were introduced in 1967 and the BAC limit became a legal requirement at the same time. Evidential breath testing was introduced in 1983 to supplement the taking of blood samples.

Section 6 of the Road Traffic Act (1988) allows the police to test any driver involved in an accident, whether or not anyone is injured. The act also stipulates that where there has not been a road accident, the police can only take a roadside breath test following a moving traffic offence, or if there is suspicion of alcohol use.

In April 1996, the Association of Chief Police Officers in England and Wales adopted a policy of breath testing all drivers involved in road accidents which the police deal with or attend, whether injuries are involved or not.

Argentina	Law 24,449 established National BAC levels and came into force in April 1997.
Brazil	On June 19th 2008, a new law, number 11,705, established a lower limit, tougher penalties and a new police power to increase enforcement for drinking and driving.
Guatemala	The first town hall to introduce blood alcohol tests was the City of Guatemala around 2004.
Mexico	Varies in each state or municipality.
Australia	Varies for each State. First introduced in Victoria in 1966. Became national maximum around 1992.
Canada	Prior to 1969, measurement of BAC was considered too imprecise. In 1985, changes to the Federal Criminal Code were made to introduce penalties for offenders causing death or injury. Prior to the amendments, drunkenness was an offence; but any harm that resulted was not.
USA	The effective dates vary greatly by state. In October 2000, as part of the FY 2001 US Department of Transportation Appropriations Act, a provision was enacted making 0.08% BAC the national standard for impaired driving. States without a 0.08% BAC per se law as of October 1, 2003 faced the withholding of 2 percent of their federal highway construction funds each year until 2006. Passing the law before October 1, 2007 allowed the return of withheld highway funds to those states that did not pass the law before October 1, 2003. All states had the law in effect by August 2005.

5. Is there a different BAC level for learners and or restricted or probationary drivers?

YES	Austria * France * (professional) Germany* (probationary) Greece * Latvia * (probationary) Luxembourg *(restricted and probationary) Netherlands * (probationary) Spain *(learners and professional drivers)	Argentina* (restricted) Dominican Republic* Mexico* (restricted)	Australia *(all) Canada * (learners) New Zealand* (young) USA* (varies by state) (professional and underage)
NO	Belgium Bulgaria Cyprus Czech Republic Denmark Estonia Finland Hungary Ireland Italy * Lithuania Malta Norway Poland Portugal Romania Russia Slovak Republic Slovenia Sweden Switzerland Turkey * UK	Brazil Chile Columbia Costa Rica Ecuador El Salvador Guatemala Honduras Panama Peru Venezuela	China Japan Republic of South Korea South Africa

* Detailed comments:

Austria	<u>Learners</u>	
	Current maximum	0.01%
	Date it came into force	6th January 1998
France	<u>Restricted</u> (drivers under age of 20)	
	Current maximum	0.01%
	Date it came into force	6th January 1998
	<u>Professional</u> (bus and truck drivers)	
	Current maximum	0.01%
	<u>Professional drivers</u> (bus truck and taxi drivers)	
	Current maximum	0.02%
	Date it came into force	27th October 2004 ²⁹

²⁹ Décret 2004-1138 et article R234-1 du Code de la Route.

Germany	Learners (No learner status — all training undertaken in schools.)	
	Restricted (No restricted status)	
	Probationary (Within first 2 years of passing test OR under the age of 21)	
	Current maximum	0.0%
	Date it came into force	1st August 2007
Greece	Restricted (public transport and commercial drivers)	
	Current maximum	0.02%
	Probationary (novice and probationary)	
	Current maximum	0.02%
Italy	EU recommendation: 0.02%, but no current legislation for these categories.	
Latvia	Probationary (novice and probationary)	
	Current maximum	0.02%
Luxembourg	Restricted (professional drivers)	
	Current maximum	0.02%
	Date it came into force	1st October 2007
	Probationary (novice)	
	Current maximum	0.02%
	Date it came into force	1st October 2007
Netherlands	Probationary (held driver's licence for less than five years)	
	Current maximum	0.02%
	Date it came into force	1st January 2006
Spain	Learners (less than two years licence)	
	Current maximum	0.03%
	Date it came into force	6th May 1999
	Restricted (professional drivers)	
	Current Maximum	0.03%
	Date it came into force	17th July 1992
Turkey	The current law provides for no differentiation. But legislative work is underway to make a distinction for learners, restricted drivers and probationary drivers .	
Argentina	Restricted (drivers of passengers and cargo transportation)	
	Current maximum	0.0%
	Interstate variations	None
Dominican Republic	Learners (new drivers still with learning permission)	
	Current maximum	0.03%
	Restricted (drivers of passengers and cargo transportation)	
	Current maximum	0.03%
Mexico	Learners	
	Interstate variations	Interstate / municipality differences
	Restricted (public drivers)	
	Current maximum	0.0%
	Interstate variations	None
	Restricted (cargo transportation)	
	Interstate variations	Interstate / municipality differences

Australia**Learners** (not yet licensed)

Current maximum	0.02%
Interstate variations	0.02% ACT and WA 0.0% All other states

Restricted (heavy vehicles, public vehicles, buses, taxis, etc.) and dangerous / hazardous loads)

Current maximum	0.02%
Interstate variations	0.02% ACT and NSW 0.0% Queensland, South Australia, Tasmania, and Victoria.

Probationary (first 1 or 2 years depending on state where licensed)

Current maximum	0.02%
Interstate variations	0.02% ACT and WA 0.0% All other states

Canada³⁰**Learners** (young or novice drivers with less than one year experience)

Current maximum	0.00%
Interstate variations:	0.00% All provinces and territories except one

Federally, there is no differentiation between novice or experienced drivers.

A BAC of 0.08% applies equally to all drivers

New Zealand**Probationary drivers** (all drivers under the age of 20)

Current maximum	0.03%
Date it came into force	1978

USA**Professional** (driver's operating a vehicle under a Commercial Drivers Licence)

Current maximum	0.04%
Interstate variations	None — National

Underage persons (under 21),

Current maximum	0.02%
Interstate variations	all states' zero tolerance laws for underage persons range from 0.00% to 0.02%

³⁰ TIRF has released a new report that describes best practices for graduated driver licensing (GDL) programmes for new drivers in Canada. The report is intended to set standards for the development of new programmes in Canada and for enhancing the effectiveness of those already in place. The research was made possible by a grant from the Insurance Bureau of Canada (IBC). <http://trafficinjuryresearch.com/whatNew/whatNew.cfm?intNewsID=198&intContactID=12>

RANDOM BREATH TESTING

6. Is there a National Policy of Random Breath Testing?

YES	Austria Belgium Bulgaria Cyprus * Czech Denmark Estonia Finland * France Hungary Ireland* Italy * Lithuania Luxembourg Netherlands Norway Poland Portugal Romania ³¹ Slovak Republic Spain * Sweden * Switzerland * Turkey	Brazil * Chile Columbia Costa Rica Guatemala Honduras Mexico Peru	China Japan New Zealand * Republic of South Korea
NO	Germany * Malta Russia * UK	Argentina * Dominican Republic Ecuador El Salvador Panama Venezuela	Australia (Yes in some States) Canada (Yes in some States) South Africa * USA *

* Detailed Comments

Cyprus	<p>According to the National Strategy Plan 2002-2005 for the prevention of road accidents, the objective is for the Random Breath Testing to be carried out on 1 in every 5 drivers.</p>
Finland	<p>The police have an annual quota to be tested every year — in addition there are 2 - 3 testing campaigns per year.</p>
Germany	<p>The police authorities frequently perform general traffic controls. If there is any suspicion of alcohol consumption, the policemen have to perform a breath test.</p> <p>With the adoption of BAC level of 0.05% in May 1998, the procedure of testing alcohol concentration by breath testing was legalised as a matter of evidence. The following thresholds were defined:</p>

³¹ Government Decision 195/2002 – testing with an established technical device.

- A breath alcohol level of 0.4 mg/l or more will be prosecuted like a BAC level of 0.08% or more,
- A breath alcohol level of 0.25 mg/l or more will be prosecuted like a BAC level of 0.05% or more.

Generally speaking, with a breath alcohol level of more than 0.08% a blood test will be performed due to the lack of exactness of breath testing.

- In cases where the breath test is refused and no health harms are suspected, the police can order a blood test against the will of the offender.

Ireland

Before the introduction of the 2006 Act before being legally entitled to breath-test, a driver the Gardai had to be of the opinion that someone had:

- Committed a road traffic offence; or
- Had been involved in a traffic accident; or
- Form the opinion that the driver had consumed alcohol.

The introduction of the 2006 Road Traffic Act in July 2006 has given the Gardai the power to breathalyse any driver stopped at a mandatory alcohol checkpoint without the need to form any opinion in relation to the driver of the vehicle. The ability to breathalyse any driver is now commonly known as random breath testing. The introduction of this new power has now made it much more likely that anyone driving in Ireland having consumed alcohol will be detected and prosecuted by the Gardai.

Italy

Random controls are made by the police forces. A new law 125/01 foresees an increasing/intensification of controls.

Spain

Random controls are performed in highways and main roads usually to control speed excess and as a preventive measure. Breath tests are performed at offences and accident controls, too. If the driver is suspected of intoxication, a breath test is performed. Random controls are performed in towns and cities (usually at weekends and near leisure areas) to control alcohol abuse.

Sweden

According to the law, the police can do random breath testing on drivers without suspicion of an offence.

Switzerland

Random breath testing was introduced on 1st January 2005 — the same date that the BAC limit was lowered.

Russia

In Russia there is no national policy of random breath testing. The legal ground of such testing is contained in the Federal Administrative Code.

Brazil

The police authorities may ask a driver to perform a breath test at any time without particular reason, but the driver may refuse to perform such a test because the Brazilian Supreme Court rules that no one is obliged to provide evidence against himself. Refusal may be considered an administrative offence with the penalty of suspension of the licence for one year and a fine.

Mexico

A national policy exists for federal roads.

New Zealand

Preliminary breath screening procedures were established in 1969. The first national drink-drive blitzes took place in 1973, and evidential breath testing was introduced.

Random stopping began in 1984 with drivers being stopped but only tested if police suspect they have been drinking and driving.

Compulsory breath testing was introduced in 1993.

South Africa

Random road blocks to check for various traffic-related offences are common, and this often catches drunk drivers. For example, the Johannesburg Metro Police place roadblocks around the city in December and January demonstrating their zero tolerance approach to drinking and driving.

7. If not National does it exist in any State?

Argentina

Random breath testing is carried out in some States.

Mexico

States and municipalities have encouraged this policy. The random breath testing is usually done for a specific period of time, particularly during weekends and/or special holidays. States name lack of resources as the main cause for not establishing this practice more often.

Australia

Each State has its own policy.

Canada

Each province and territory has its own policy.

USA

States do not have random breath testing rules, however, all but 12 states perform "sobriety checkpoints." These checkpoints screen all motorists travelling in a certain area, and law enforcement officers may submit any driver to a breathalyzer test if there is a suspicion of drinking.

8. Are Breath Alcohol Ignition Interlock Devices being used or tested?

YES	Belgium* Finland* France* Germany** Italy* Norway** Spain* Sweden ** UK*	Mexico*	Australia* Canada * USA*
NO	Austria Cyprus Czech Republic Denmark Estonia Hungary Ireland Italy Lithuania Netherlands* Poland Romania Russia Slovak Republic Switzerland Turkey	Argentina Brazil Columbia Costa Rica Dominican Republic Ecuador Guatemala Peru Panama Venezuela	China Japan New Zealand Republic of South Korea South Africa

* Detailed Comments

** See Belgium

Belgium**

A feasibility study was conducted simultaneously in 4 European countries (**Norway, Spain, Germany and Belgium**). This examined the use of alcolocks for a period of one year by Norwegian and Spanish bus drivers, German truck drivers and Belgian drinking and driving offenders. It was funded by the European Commission Directorate-General for Energy and Transport and was coordinated by the Belgian Road Safety Institute. The study demonstrated the feasibility of implementing alcolocks in commercial and non-commercial contexts. A full report of the study is available at http://ec.europa.eu/transport/roadsafety_library/publications/alcolock_d3.pdf

³² An alcolock or "ignition interlock" is a hand-held electronic breath-testing device that is wired to the ignition system of a vehicle. A vehicle fitted with an alcolock will not start unless the driver passes a breath test.

³³ The Traffic Injury Research Foundation (TIRF) has an extensive area on its website that is devoted to ignition interlocks and designed to provide current and diverse information to researchers, practitioners, and to those jurisdictions considering implementing or modifying a programme. The "International Inventory of Interlock Programs" is divided into several sections, including: an interlock programme inventory, proceedings from a series of international symposia on interlocks, background information on interlock devices and how they function, leading research references, links to research organizations and manufacturers, and current activities in the field of interlocks. www.trafficinjuryresearch.com/interlock/interlock.cfm.

France	A pilot programme was being tested in the justice court of Annecy. There are plans to expand the programme to include 4 other justice courts and a maximum of 200 drivers.
Finland	Finland passed a temporary interlock law for three years — July 2005 — June 2008. During this period, it was possible to combine licence suspension with an alcolock for one year. A decision has been made to expand and improve the programme and make it permanent. It is likely that alcolocks will be mandatory for recidivists.
Italy	A pilot scheme is being examined.
Netherlands³⁴	After the completion of a European Union feasibility study the Dutch Ministry of Transport started preparations for an amendment to the Road Traffic Act to enable alcolock implementation in 2007. The alcolock programme is combined with counselling and driver improvement programmes.
Sweden	A pilot programme is being run by the Swedish National Road Administration. A full report of the trial is available at http://www.dft.gov.uk/pgr/roadsafety/research/behavioural/thirteenthseminar/theeffectsofbreathalcoholign4702 . Tests are being done by some companies which try out the alcolocks on their company cars. There is no legislation.
UK	In August 2004, the Department for Transport awarded the contract for a trial alcohol ignition interlock programme in Birmingham and Bristol to the Traffic Injury Research Foundation of Canada. The 30-month pilot project involved examining the practicalities and social aspects of interlock programmes through an investigation of the acceptability of the interlock device to the user and the impact on the lifestyle of the user and other household members as a result of having an ignition interlock device installed in the family vehicle.
Mexico	Alcolocks have been introduced by some automotive enterprises .
Australia	<p>Queensland A study which has been undertaken by the Centre for Accident Research and Road Safety is currently being evaluated. Alcolocks are available to all drinking and driving offenders but in practice are offered only to recidivists.</p> <p>South Australia A study is being undertaken by Transport South Australia. Alcolocks are available to drivers disqualified from driving (through drink-driving offences) after half of their disqualification period has elapsed. Drivers are then allowed to drive and are required to maintain the device on their vehicle for twice the remaining period of licence disqualification.</p> <p>Victoria A study is being undertaken by VicRoads. The fitting of an alcolock is compulsory following:</p> <ul style="list-style-type: none"> • Two or more drink-driving offences; • Following any offence involving BAC \geq 0.15%; and • If a driver under 26 years old or a probationary driver, commits an offence which involves a BAC \geq 0.07%.

³⁴ MPM Mathijssen (2005). "Drink driving policy and road safety in the Netherlands a retrospective analysis". Transportation Research Part E 41; 395-408.

Canada

Interlock devices are used in all provinces in circumstances where an individual has been charged and convicted under the Criminal Code of impaired driving. Interlock devices are made available to first-time and subsequent offenders.

USA

This varies greatly by state. Currently, forty-five states permit judges to require installation of ignition interlocks in the cars of convicted drunk driving offenders, with numerous thresholds for implementation. Ten of these states have laws allowing judges to order installation of the devices in the cars of drivers convicted of one drunk driving offence at any level at or above the legal limit of 0.08%. Most states allow interlock use for high-BAC (usually 0.15% or higher) and repeat offenders. Proposed legislation to require interlocks for all convicted drunk driving offenders failed in a number of states in 2008, and it is expected that several states will consider this type of legislation in 2009.

PENALTIES

10. Do the penalties for driving with a BAC level above the permitted maximum vary according to the BAC level?

11. Please state the BAC level and penalty in each circumstance.

YES	Austria** Belgium** Bulgaria* Czech Republic* Denmark** Estonia** Finland** France** Germany** Hungary* Ireland** Italy** Lithuania* Luxembourg** Netherlands** Norway** Poland** Portugal** Romania** Spain** Slovak Republic** Sweden** Switzerland* UK	Brazil* Chile* Columbia* Costa Rica* Peru*	Australia* Japan* New Zealand* Republic of South Korea USA* (varies by state)
NO	Cyprus* Malta Russia * Turkey *	Argentina* Dominican Republic * Ecuador* El Salvador* Guatemala* Honduras Mexico* Panama* Venezuela*	China Canada* South Africa*

*** Detailed comments:**

****Full details of the penalties and the BAC level at which they apply can be found in Annex 3: Penalties Europe for Austria, Belgium, Denmark, Estonia, Finland, France, Germany, Ireland, Italy, Luxembourg, Netherlands, Norway, Poland, Portugal, Romania, Slovak Republic, Spain, Sweden, Turkey and the UK.**

Bulgaria	<u>Level</u>	<u>Penalty</u>
	0.05%	Administrative sanctions (suspension for up to 6 months).
	0.05%-0.12%	Administrative sanctions (fine 200 –500 leva and licence suspension for up to a year).
	above 0.12%	Court proceedings and imprisonment for up to one year.
Cyprus	Penalties are up to the discretion of the court (jury judgement) and may include imprisonment for up to two years, or a fine up €1,708, or suspension of the licence for up to 12 months, or a combination of the above.	
Czech Republic³⁵	<u>Level</u>	<u>Penalty</u>
	Less or equal to 0.03%	3 discharge points.
	More than 0.03%	7 discharge points/conditional prison sentence.
	Depending on the situation, offences could be transferred to the administrative body (Regulatory Authority).	
Hungary	<u>Level</u>	<u>Penalty</u>
	0.05-0.08%	(c. Offence) fine up to 100,000 HUF and suspension between 1 and 12 months.
	0.08% and over	(c. Felony) imprisonment up to 1 year or community work or fine and suspension for up to 1 year and obligatory retraining in driving skills and traffic law.
Lithuania	<u>Level</u>	<u>Penalty</u>
	0.041%-0.15%	1000–1500 Lt fine or suspension of driving licence for 12–18 months.
	0.151%-0.25%	1500–2000 Lt fine with suspension for 18–24 months.
	over 0.25%	2000–3000 Lt fine with suspension for 24–36 months.
Switzerland	Cascading penalties for recidivists introduced on 1st January 2005 at the same time that the BAC limit was lowered.	
	<u>Level</u>	<u>Penalty</u>
	0.05-0.079%	Written police warning for withdrawal of licence and fine
	0.08% plus	Heavy fine depending on income or imprisonment; withdrawal of driving licence for several months, depending on frequency and circumstances. (The fines range from a minimum of CHF 1,000.00 up to 10% of the net income, depending on repetition and circumstances.)
Russia	The penalty at any level is licence suspension for between 1.5 and 2 years.	
Turkey	Penalties are not related to the BAC level but increase with frequency or severity of offence.	
	For a first offence of driving with a BAC above the limit of 0.05%, a fine and a licence suspension of 6 months are imposed.	
	For a second offence, the penalty is an increased fine and a licence suspension of 2 years.	
	For a third offence, there is a further increase in the fine and suspension for 5 years with possible imprisonment of up to 6 months. Psychological treatment and retest are mandatory.	
	In the case of causing injury or death, criminal proceedings are taken and the drivers' licence is revoked permanently.	

³⁵ Law No. 361/2000.

Argentina

In the province of Buenos Aires, drinking and driving can be punished with seizing the vehicle and a six-month suspension of the driver's licence.

For repeat offenders, a one-year driver's licence suspension applies. If the offence occurs for the third time, the driver's licence is permanently withdrawn and that person may not drive again.

These penalties, included in Law 11,430, could be changed if a bill that has already been passed by the provincial Senate and is now before the Chamber of Deputies of that province becomes a law.

In the city of Buenos Aires, the offence of driving with high BAC levels is punished with fines from 200 to 2,000 pesos, depending on the resolution of the judge hearing traffic offences. Additionally, drivers must attend a mandatory course on safety on the road.

Brazil

Driving with a BAC level between the permitted maximum of 0.02% and 0.06% is not treated as a criminal act; it is an administrative offence which involves licence suspension for one year and a fine.

Driving with a BAC level above 0.06% is considered a criminal act, and the driver can be imprisoned.

Chile

Level

0.05-0.09%
> 0.10%

Penalty

61 days in prison plus 30-days licence suspension.
61-560 days in prison plus 1-year suspension.

Columbia

Level

1° <0.10%
2° 0.10-0.149%

3° > 0.15%

Penalty

The 1st level doesn't have penalty in the Transit Code.
Fine; suspension of Licence for 2–3 years;
Community Service for 20 hours.
Fine; suspension of Licence for 2–10 years;
Community Service for 40 hours.

Costa Rica

Level

0-0.05%
0.05-0.10%

>0.1%

Penalty

None
Charged with driving under the influence (DUI), penalty of 20,000 colones (approx. \$45) and suspension of drivers' licence for 3 months.
Charged with driving under the influence (DUI), impounding of vehicle and suspension of licence for 6 months.

Dominican Republic

Law 241 states the following sanctions for drunken driving³⁶:

- Fine ranging from 75 to 300 Dominican pesos (US\$1=RD\$30);
- Prison from 1–3 months;
- Suspension of the driver's licence for a period from 6 months to 1 year.

In case of recurrence:

- Fine ranging from 150 to 300 Dominican pesos;
- Prison from 3–6 months;
- Permanent suspension of driver's licence.

³⁶ The legislation does not specify the means to determine alcohol levels.

If any damage or harm is caused to an individual, the driver could be subject to higher penalties, including suspension of the driver's licence for a period between 1 and 2 years and prison for a period between 6 months and 20 years if the victim receives a permanent injury. In case of death, cancellation of the driver's licence may also be imposed. Depending on the circumstances of the accident, some articles of the Penal Code may also be applicable.

Ecuador

Level
0.08%

Penalty

Imprisonment of between 30 and 180 days and a fine up to 10 minimum monthly salaries.

In the case of causing death, imprisonment would be between 6 and 9 years and permanent disqualification.

El Salvador

Level
0.10%

Penalty

Seizure and licence suspension.

Guatemala

The penalties are decided by the judge. The fine for driving under the effects of liquor is Q500.00 (USA\$65 approx.)

Mexico

In some states, the penalty varies according to the BAC level; however it mainly varies in regard to behaviour and other traffic offences committed while drinking and driving. The penalties are usually established by the state or municipality depending on external factors, such as other transit offences incurred at the same time. Drink driving is usually considered an administrative offence. Penalties are higher when other offences are committed when under the influence of alcohol. Public drivers and repeat offenders receive greater penalties. The Federal Agreement proposes that someone who drinks and drives should be severely penalized. Please see *Annex 1: Table 2* for detailed information.

Peru

Level

0.05 - 0.08%

0.08 - 0.1%

Over 0.1% or refusal to give a sample.

Penalty (administrative)

Licence suspension 6 months, vehicle impoundment.

Licence suspension 1 year, vehicle impoundment.

Licence suspension 2 years, vehicle impounded.

Where the driver has committed an accident.

0.05 - 0.1%

Licence suspension 2 years, vehicle impounded.

Over 0.1% or refusal to give a sample.

Driver is disqualified and unable to retake test for 3 years.

Where the driver has committed an accident causing death.

Over 0.05%

Driver is permanently disqualified and vehicle impounded.

Level

Over 0.05%

Penalty (Criminal Code 274)

Disqualification, imprisonment for a minimum of 1 year and fine.

Panama

Penalties for drunk driving vary according to the recurrence of the offence:

First Time Offence:

- Fine: B/.150.00 to B/.300.00;
- Conviction: 30 days incarceration;
- Licence removal: 1 year.

Second Time Offence:

- Fine: B/.300.00 to B/.600.00;
- Conviction: 60 days incarceration;
- Licence removal: 2 years.

Third Time Offence:

- Fine: B/.500.00 to B/.1000.00;
- Conviction: 90 days incarceration;
- Licence removal: 5 years.

In case of accidents resulting from drunk driving, penalties are as follows:

First Time Offence:

- Fine: B/.500.00 to B/.1000.00;
- Conviction: up to 60 days incarceration (depending on the level of intoxication);
- Licence removal: 2 years.

Second Time Offence:

- Fine: B/.1000.00 to B/.1500.00;
- Conviction: 90 days incarceration;
- Licence removal: 3 years.

Third Time Offence:

- Fine: B/.1500.00 to B/.2000.00;
- Conviction: 120 days incarceration;
- Licence removal: permanent.

For all offenders, seminars on the consequences of driving under the influence of alcohol are mandatory.

Venezuela

Level

0.08%

Penalty

Car impounded.

Arrest if persons are injured.

Fines between 5 and 10 tributary units.

Licence suspension for 12 months (3 offences).

Licence suspension for 3 years (in case of accident).

Licence suspension for 10 years (in case of fatal accident).

Australia

Please see *Annex 4: Penalties Australia*

Canada

When sentencing, judges are required to consider a BAC level exceeding twice the Criminal Code limit as an aggravating factor in the offence.

Generally, the penalty imposed will increase based on the number of previous impaired-driving convictions and whether bodily harm or death has resulted.

China

BAC Level

Over 0.02% and under 0.08%
(Drinking drive)

Penalty

500 Yuan fines.

6 points.

temporary suspension of driving licence
from 1 to 3 months.

Between 0.08% and 0.13%
(Drunk drive)

8 to 10 days detention.

12 points.

temporary suspension of driving
licence from 5 months.

1800 Yuan fines.

Over 0.13%
(Drunk drive)

13 to 15 days detention.
12 points.
temporary suspension of driving
licence 6 months.
1800 Yuan fines.

Japan

<u>BAC Level</u>	<u>Penalty</u>
Less than 0.03%	imprisonment maximum 3 years or fine — maximum ¥500,000.
0.03% and over	imprisonment maximum 5 years or fine — maximum ¥1,000,000.

New Zealand

Land Transport Act 1998 Adult drivers (over 20 years of age):

First or Second Offence:

- Imprisonment up to 3 months;
- Fine not exceeding \$4,500;
- Disqualification — minimum 6 months.

Third Offence:

- Imprisonment up to 2 years. Fine not exceeding \$6000;
- Disqualification — minimum 1 year;
- Drivers with twice the BAC limit have mandatory 28-day licence suspensions in addition to the above penalties;
- Unlicensed driver's vehicles seized and impounded for 28 days.

If under 20 years of age:

BAC reading 0.03-0.08%:

- Prison term not exceeding 3 months;
- Fine not exceeding \$2,250;
- Disqualification from driving for 3 months.

BAC reading 0.08% or over:

- Adult penalties apply (see above).

Republic of South Korea

<u>Level</u>	<u>Penalty</u>
0.05-0.10%	Fine US\$ 1,000.
0.11-0.15%	Fine US\$ 1,500.
0.16-0.20%	Fine US\$ 2,000.
0.21-0.25%	Fine US\$ 2,500.
0.26-0.35%	Fine US\$ 3,000.
More than 0.35%	Arrested.

South Africa

There is a published maximum penalty of R120,000 and/or 6 years. Magistrates have discretion to impose a penalty between zero and the maximum.

USA³⁷

Most states impose higher and graduated penalties for “hard-core” or “high- BAC” offenders — the definition of which varies from above 0.10% BAC to above 0.20% BAC — and repeat offenders. While the generally accepted definition of high BAC is 0.15%, the thresholds do vary by state. Likewise, the penalties vary greatly by state.

³⁷ More Detailed Information on State Laws — From Governors Highway Safety Association, www.ghsa.org

12. Are there interstate differences in penalties?

Australia	See Annex 4: Penalties — Australia.
Canada	Federal Criminal Code provisions apply equally in all jurisdictions. However, small variations exist with respect to non-Criminal Code sanctions applied by provinces/territories. See Annex 2: Penalties — Canada.
South Africa	Because magistrates have discretion, inter-provincial differences will be apparent.
USA	Each state has its own set of thresholds and penalties. Penalties include fines, licence suspension and revocation, ignition interlock devices, mandatory alcohol treatment, and jail.

LEGISLATIVE CHANGES

13. Are there any changes to the current legislation proposed/about to be implemented?

14. Please state the proposed change and the expected date of commencement.

YES	Ireland* Italy* Poland* Romania Russia* UK*	Argentina * Costa Rica* Dominican Republic* Ecuador* Guatemala* Mexico*	Canada* Japan USA* (varies by State)
NO	Austria Belgium Cyprus Czech Republic Denmark Estonia Finland Germany Hungary Luxembourg* Norway Portugal Slovak Republic Spain* Sweden Switzerland Turkey	Brazil Chile Colombia El Salvador Honduras Panama Peru Venezuela	Australia China New Zealand Republic of South Korea South Africa

* Background position and detail of the proposals

*** Background position and detail of the proposals:**

EU

In January 1989, a draft EU Council directive proposed that the maximum permitted BAC should be no more than 0.05% from 1st January 93. This was approved by Parliament on 23rd May 1989 but was not progressed.

On 17th March 2000, the European Commission published a paper on Road Safety. This contained the decision not to make a new proposal for harmonisation of the BAC limit and the intention to submit a non-legally binding Recommendation to Member States which was eventually adopted on 17th January 2001.

In April 2001, the Council of Ministers considered the Commission recommendation; and the conclusions encouraged Member States “to consider carefully the various measures and especially to improve the effectiveness of enforcement.” The Commission was called upon to monitor and evaluate the effects of the Recommendation in three years and continue research into several items related to drinking and driving.

On 22nd October 2003, the European Commission proposed a package of measures aimed at improving road safety through better enforcement of road safety rules. The package included a Commission Recommendation urging EU governments to apply best practice in road safety through the Member States, including the use of automatic speed cameras, random breath testing, intensive campaigns to force seat-belt use and better enforcement of existing laws.

In the accompanying explanatory memorandum it is accepted that “harmonisation of rules does not appear to be the panacea for reducing death rates”. It looked at the three main causes of fatal accidents — speeding, drink-driving and non-use of seat-belts — and notes that the countries that succeed better in reducing the number of deaths apparently do more to enforce the relevant rules, which results in better prevention of the infringements concerned, and consequently in fewer fatal accidents. One of the examples to illustrate this relates to drink-driving and refers to the big difference in rules between Sweden where the BAC limit is 0.02% and the UK where it is 0.08%. Comparing the performance of these two Member States shows that they were the two best-performing countries.

More recently, it has been estimated that “if everybody wore a seat-belt, complied with the legal speed limits and did not drive under the influence of alcohol, fatalities would be cut by more than 60%”³⁸.

In September 2007, the European Parliament adopted a strategy to reduce alcohol-related harm which encompasses the need to reduce accidents caused by drinking and driving. The Alcohol and Health Forum initiated by this strategy involves commitments to reducing alcohol-related harm from many organisations. Several of the commitments made by the members of The Brewers of Europe address the subject of reducing drinking and driving.

France

A package of measures designed to reduce road deaths to 3,000 per year from the present 4,600 by the year 2012 has been introduced. This includes plans to halve the number of accidents due to driving under the influence of alcohol. Measures include banning the sale of alcohol from French petrol stations and permanent confiscation of the vehicle following a second offence. Management of nightclubs and bars may also be obliged to offer police standard electronic breathalysers to departing customers, and school buses may be required to have an alcolock fitted. These measures will be effective early in 2009.

³⁸ Report on the European Safety Action Programme: Halving the number of road accident victims in the European Union by 2010: A shared responsibility (2004/2162(INI))

Ireland	Following the introduction of the Road Traffic Act 2006, Ireland introduced random breath testing in July 2006 and increased sanctions dramatically early in 2007. In its road Safety Strategy 2007–2012, the Irish Government committed to lowering the BAC limit before 2009. Legislation is also being considered which would allow police to breathalyse drivers after every collision and institute a graduated licence system with a lower limit for novice drivers.
Italy	A decree proposed by the Minister of Transportation, Alessandro Bianchi, was approved by the Chamber of Deputies on August 3rd 2007. The decree amends the current law (N.125 of 2001) and increases the penalties for those who drive under the influence.
Luxembourg	The new law which came into force on 1st October 2007 reduced the BAC limit to 0.05%, reduced the limit for professional and novice drivers to 0.02% and extended police powers to allow for on-the-spot withdrawal of the driving licence for the most severe offences.
Poland	There are plans to reduce the BAC level for beginners and young drivers and impose more severe punishments.
Russia	An increase of the BAC limit to 0.03% is under discussion.
UK	<p>Consultation on “Combating Drink Driving” took place in 1998 and at that time, the Government was “minded” to reduce the BAC limit from 0.08 to 0.05%. On 20th March 2002, Transport Minister, David Jamieson, announced that the Government had no plans, for the foreseeable future, to change the BAC limit. Instead the government is committed to stricter enforcement of the existing legislation and other factors which are considered to be more important in reducing deaths than lowering the BAC limit.</p> <p>This view has been maintained but is under pressure from the House of Commons Transport Select Committee and NGOs including the British Medical Association. It has been announced that consultation focused on BAC limit and enforcement is underway.</p>
Argentina	In the province of Buenos Aires, the provincial Senate passed a new Traffic Code that reduces the BAC level to zero. The bill has been drafted by the governor of the province, and it is before the consideration of the Chamber of Deputies.
Costa Rica	Penalties for drinking and driving are about to be toughened. Congress started discussions in October 2007
Dominican Republic	New laws are being considered for a National Policy for obligatory alcohol tests and a reduction in the hours of public sale and alcohol consumption. This will probably come into force in late 2008 / early 2009.
Ecuador	A new law was considered in 2008.

Guatemala

A new transit regulation, proposed by the transit police and expert organizations, is being considered by the Ministry of the Interior before the President of the Republic is asked to sign a governmental agreement.

The proposals include stricter penalties with the fine increasing to between Q1,000 (USA\$130 approx) to Q5,000 (USA\$640 approx), depending on the level of alcohol.

Mexico

There is a proposal to unify the BAC level and penalties in the Federal Transit Law, specifically through the Health Department, however, it has not yet been officially established.

Canada

Federal legislation (Bill C-2) amending the Criminal Code went into effect in February 2008 and allows for testing being in possession and/or under the influence of an illicit drug while driving. Other changes include:

- Authorizing police officers trained as Drug Recognition Experts to conduct roadside sobriety tests and to take samples of bodily fluids to determine whether a person is impaired by a drug or a combination of alcohol and a drug;
- Making it an offence to refuse or fail to comply with police demands for physical sobriety tests or bodily fluid samples. The offence would be punishable by the same Criminal Code penalty as refusing a demand for a breath test for alcohol;
- Allowing only scientifically valid defences to be used as evidence to avoid conviction for driving with a blood-alcohol concentration over 0.08%, thereby reducing the number of individuals who can avoid conviction on technicalities (i.e. the “two-beer” defence); and
- Increasing the penalties for impaired driving — i.e. a minimum of 120 days in jail for a third impaired-driving offence.

A private members bill (C-361) that would create a separate Criminal Code offence for a blood alcohol level from 0.05% but less than 0.08% was defeated in late 2007. Under provisions of this legislation, a driver with a blood alcohol level in this range would be fined and receive a Criminal record. This record would be removed after two years with no repeat offence.

Japan

Penalty strengthened both for drinking and driving and riding in the car with a drunk driver. Date of commencement: September 19, 2007.

Republic of South Korea

A revised Bill which proposed changes in the BAC level from 0.05% to 0.03% in 2007 was rejected by Parliament.

USA

Many states are considering ignition interlock legislation. Some proposals are for interlocks for all offenders, some for second offence, some for high BAC (0.15% or above). As of August 2008, ten states have passed legislation allowing the use of ignition interlocks for all drunk driving offenders, usually for a period of six months. More states are considering this approach. Federal activity on the topic is expected in the next transportation reauthorization bill, which will begin to be considered in 2009.

15. Please give brief details of the trends in alcohol-related accidents/fatalities over the past few years.

The most recent data available appears in the **COMPARATIVE STATISTICS TABLES** on pages 54 and 55.

Austria

Recent gradual decrease.

	2002	2003	2004	2005	2006
Alcohol-related fatalities	2,736	2,841	2,835	2,746	2,578
Alcohol-related fatalities as a percentage of all fatalities	6.3%	6.5%			6.5%

In 2001, 55% of all people involved in accidents under the influence of alcohol were between 15 and 34 years old, and 90.9% were men.

Belgium

According to the official statistics of the year 2000³⁹, 8.5% (4,168) of all injury accidents were alcohol-related, whereas 10.2% (949) of all accidents with dead and seriously injured persons were alcohol-related. 7.7% (787) of all car drivers who got involved in an accident with at least 1 dead or seriously injured road user, were under the influence of alcohol.

A drink-drive roadside survey carried out in November 2000 found 8.4% of drivers over the legal limit and the majority of them (6.7%) were well over the limit and likely to be male and driving without passengers. 69% of the drink drivers had come from bars and restaurants and 31% from home or the houses of family or friends.

Bulgaria

During the last three years, there has been an increase in cases of driving over the legal BAC limit.

Cyprus

	2004	2005	2006	2007
Fatal accidents	8	5	10	16
Fatalities	11	5	11	16

Czech Republic

Continued decrease

	2002	2003	2004	2005	2006
Fatalities	157	127	68	71	50

³⁹ Belgisch Instituut voor de Verkeersveiligheid (BIVV). Verkeersveiligheid. Jaarverslag 2000. Belgisch Instituut voor de Verkeersveiligheid, Brussel.

Denmark

Since 1993, the number of alcohol-related accidents has fallen 32%. The number of alcohol-related fatalities has fallen 21%. In 2006, the lowest number of alcohol-related fatalities were recorded since W.W.II. However from 2006 to 2007, there was a rise in alcohol-related fatalities from 73 to 112 fatalities.

	2002	2003	2004	2005	2006	2007
Injuries (total)	1,581	1,578	1,392	1,092	1,093	1,261
Fatalities	132	105	106	85	73	112

Estonia

The number of alcohol-related accidents, fatalities and injuries have all decreased dramatically since 2002.

	2002	2003	2004
Number of alcohol-related accidents	494	372	344
Fatalities	68	40	26
Injured	795	561	524

Finland

	1996	1997	1998	1999	2000
Number of alcohol-related road accidents	999	983	1,018	994	958
% of all accidents	13.1	13.3	14.0	13.5	13.7

The number of alcohol-related accidents has been quite stable in Finland. 0.2 percent of the drivers tested had more than 0.05% limit.

France

The year 2007 confirms the potential consequences of driving under the influence of alcohol — 1,031 deaths and 4,790 injured were hospitalised due to the influence of alcohol.

A tough enforcement campaign has halved the French death toll since 2000. However, the proportion of drivers over the legal limit causing fatalities has remained stable over the last 10 years at around 26%. Fatal accidents due to excess of alcohol are most common during the night and at the weekends. Fatal accidents are more commonly caused by people under the age of 44.

Germany

Since 1991, alcohol-related accidents and fatalities in Germany have decreased continuously between 5 –10%. In 2005, there were 603 fatalities in alcohol-related accidents.

Hungary

In 2006 compared to 2005, the number of road traffic accidents (21,000) increased by 1%. The number of deaths on the roads increased by 2% (1,173), and the number of seriously injured (7,075) increased by 1%. The number of accidents (168) caused by drunk people increased by 7%.

Ireland

There has been a 20% drop in deaths on Irish roads since 1998, and the number of people killed as result of road collisions in 2006 was the second lowest in 40 years. This has been achieved despite a 52% increase in the number of vehicles on Irish roads. Alcohol is a contributory factor in almost 40% of all road fatalities. Almost 3 out of 5 fatal crashes take place on Friday, Saturday, Sunday and in the early hours of Monday morning. The introduction of Mandatory Alcohol Testing in 2006 is credited with reducing the number of deaths by 22%.

Luxembourg

Annual road deaths decreased by 48% between 2001 and 2006. This is due in part to stricter checks on speeding.

The first results following the new law, which included a package of measures to reduce drinking and driving, showed a positive trend. A comparison of the month of October between 2004 and 2007 showed that the percentage who had a BAC between 0.08% and 0.12% were down by 39%, for those over 0.12% there was a reduction of 17%, and accidents and those seriously injured were down 44%.

Malta

Unfortunately, there are no official statistics about the number of alcohol-related accidents on Maltese roads, and any quoted figures are speculative. However, it is correct to say that "Saturday night" accidents are an issue. On the other hand, educational/awareness campaigns are being effective and the practice of designated drivers and use of taxis or alternative transport arrangements at the weekends or on festive occasions is gaining ground. The brewing sector is perceived by the public and opinion leaders in Malta as being very proactive in promoting awareness about the hazards of drinking and driving.

Netherlands

The number of alcohol-related fatalities has declined dramatically over the years. The percentage of car drivers under the influence of alcohol diminished in 2004 again. In 2005, 3.4% of all drivers that were tested had more than the legal 0.05% limit. 3.4% is the lowest level since 1975. The annual research "Driving under the influence" finds that the number of offenders has diminished since 2000. The alcohol controls are carried out in collaboration with the 25 police regions on weekend nights.

It is likely that the decline in offenders is due to a combination of intensive enforcement and education. The **BOB campaign**, which has been in operation since 2001, plays an important role in education.⁴⁰

Drink driving is responsible for approximately 25% of all serious road injuries in the Netherlands. Approximately 80% of these are caused by hardcore drinking drivers with BAC levels above 0.13%, some of whom also use illicit drugs. Drivers with BAC levels above 0.13% form only 0.3% of the total driver population in the Netherlands and 20% of drivers with an illegal BAC⁴¹.

In the 2000-2004 period the number of random alcohol checks doubled. The percentage of drink-drivers decreased further to about 3.5%. Furthermore the relatively large decrease among the young male drivers is striking. Their percentage being involved in severe injury crashes after drinking decreased from 25% to 22%.⁴²

⁴⁰ Official Government press release from the Ministry of Transport dated 16th June 2005

⁴¹ MPM Mathijssen (2005). "Drink driving policy and road safety in the Netherlands a retrospective analysis". Transportation Research Part E 41; 395-408.

⁴² <http://www.swov.nl>

Norway

Drink driving is not socially accepted in Norway. Most people accept and adapt to the regulations. Along the roads there are regular police controls of BAC level. The trend is that there are fewer drivers with BAC caught in the controls.

Portugal

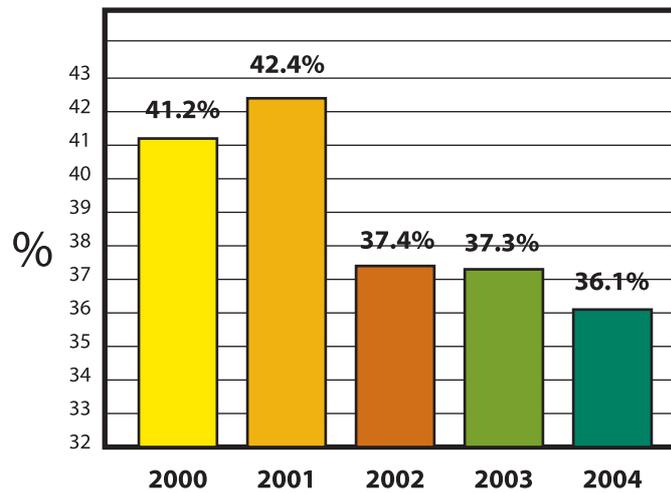
According to the official statistics of the year 2002, of all car road accidents (with/without injuries) in the country, 3.3% of car drivers were under the influence of alcohol compared with 3.2% of car drivers for 2001.

Russia

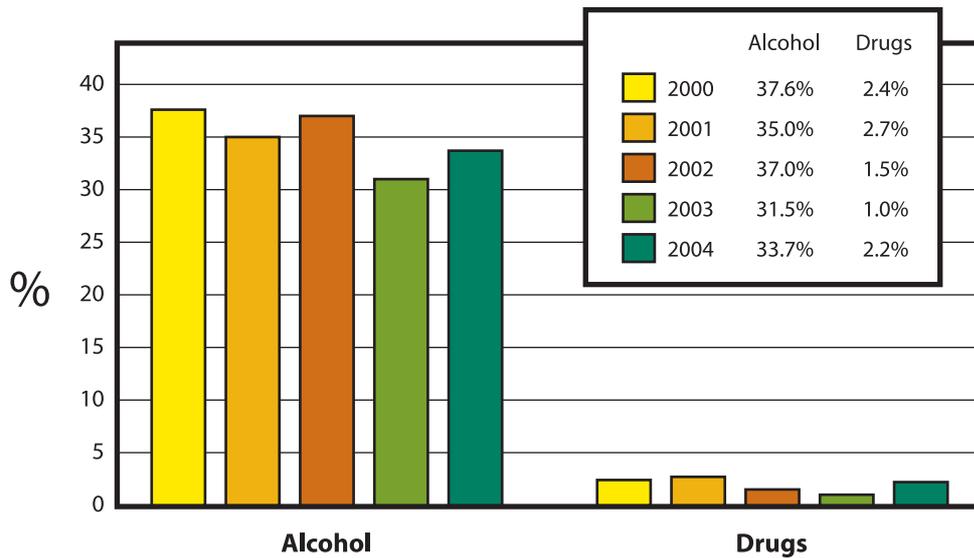
Alcohol-related road accidents as a percentage of all road accidents have fallen from 13% in 2005 to 8% in 2006.

Spain⁴³

**DRIVERS' FATALITIES WITH A BAC ABOVE 0.03%
years 2000 - 2001 - 2002 - 2003 and 2004**



**PEDESTRIANS' FATALITIES WITH A BAC ABOVE 0.03%
years 2000 - 2001 - 2002 - 2003 and 2004**



⁴³ Source: Instituto De Toxicologia

Sweden

Drinking and driving is increasing on Swedish roads. About 25% of the fatal accidents are alcohol-related — a rise from 18% just a couple of years ago.

Switzerland

The number of alcohol-related traffic accidents and fatalities in Switzerland is reported to have decreased since the combined measures of lowering of the BAC limit and introducing random breath testing on January 1st 2005. The police who provided the data for the news agency survey are said to have stated that the higher fines were the most likely cause of the decline.

Turkey

Road accidents in general have declined, but statistics do not show how much of it is related to accidents due to driving under the influence of alcohol.

UK

Over the past two decades, a mixture of improved enforcement, tougher penalties and a programme of publicity campaigns have significantly reduced the number of drink-drive accidents. During the 1980s, the number of killed and seriously injured (KSI) casualties fell by nearly half, from 9,420 in 1980 to 4,850 in 1990. There were some fluctuations from year to year from 1990 to 2002, but further, more significant falls were evident in the last few years. The 2006, KSI total of 2,530 is about a quarter of the 1980 level, and 4% below the 2005 level. Provisional figures for 2007 show further reductions — 2,220. These are being attributed to higher profile police enforcement and public campaigning about the risks.

In 2006, it was estimated that 14,370 casualties (6% of all road casualties) occurred when someone was driving while over the legal limit for alcohol. The number of deaths was 560 (17% of all roads deaths).

Provisional figures for 2007 include slightly more casualties (14,480) and fewer fatalities (460).

The number of people killed in drink-drive accidents fell to a low of 460 deaths in 1998, and provisional estimates for 2007 show a return to this figure having been as high as 580 in the interim.

The numbers of slight injuries in drink-drive accidents have been showing a rising trend since 1993 but again have fallen since 2002. Provisional figures for 2006 suggest a fall of 7% since 2005. Provisional figures for 2007 show a slight increase.

Argentina⁴⁴

	2004	2005	2006
Total Fatalities	7,137	7,138	7,557
Daily Average	20	20	21
Monthly Average	595	595	629

⁴⁴ Source: Asociación Civil Luchemos por la Vida.

Costa Rica

Drink-drive fatalities have been falling since 2003.

	2003	2004	2005	2006	2007 (projected)
Alcohol-related fatalities as a percentage of total road deaths	25%	23%	18%	15%	15%

El Salvador

There are no official statistics available. There is a tendency to a reduction of drink-drive incidents. At the moment, alcohol impairment is the 6th or 7th cause of accidents.

Guatemala⁴⁵

Road accidents are increasing and are projected to increase by 67% by 2020. 30% of accidents cause a fatality. 60% are caused by drivers between 16 and 35 years of age with a positive BAC level.

Honduras

There has been a substantial reduction in drink-related accidents, and the government, with the support of private enterprise, will engage in more efficient campaigns for Christmas and Easter periods. For the Easter period in 2003, the number of road deaths per 100,000 of the population was 0.32 and the number of alcohol-related road accidents per 100,000 of the population was 2.92.

Mexico

For federal road accidents, there is not much information regarding drink-drive fatalities. However, there was an increase from 2001 to 2004, and then a decrease in 2005 (For urban and suburban road accidents, alcohol presence in accidents and fatalities have decreased since 2001 (during the period 1997 till 2005), whilst accidents where alcohol was not involved increased in 2004. Wherever random breath testing (RBT) campaigns have been implemented, drink-drive related fatalities have decreased. For example, in Distrito Federal (DF), deaths from road accidents decreased by 60% in 2005; and in the Aguascalientes municipality, six months after establishing the RBT campaigns, accidents decreased by 10%. In DF, they have also encountered that 95.3% of drink drivers were males aged between 31 and 36 years old.

Alcohol-related fatalities have fallen since 1997, but the decline has reversed slightly in recent years.

Total Road Accident fatalities and alcohol-related fatalities 1997–2005 (Rate per 100.000 population)

Cause	1997	1998	1999	2000	2001	2002	2003	2004	2005
TOTAL fatalities	11,014	10,050	10,631	10,487	10,123	10,050	10,054	9,690	9,654
Alcohol-related fatalities	904	607	662	539	526	543	479	516	572
Unknown	2,578	2,192	2,426	2,766	2,614	2,061	2,684	2,486	2,255

⁴⁵ Sources: Transit Municipal Police (The committee of the Transit Police in Guatemala), and the Consejo de Prevención de Accidentes y Educación Vial –Conpreve (Council of Accidents Prevention and Road Education).

Peru

Number of fatal and non-fatal road accidents per year, and by cause

CAUSE	1999	2000	2001	2002	2003	2004	2005	2006	2007
TOTAL	79,695	76,665	76,545	74,221	74,612	74,672	75,012	77,840	79,972
Drunk Driver	7,836	6,913	7,042	6,191	6,732	6,852	6,368	7,324	7,555
% of total	9.8	9.0	9.2	8.3	9.0	9.2	8.5	9.4	9.4

COVERAGE: National.

Source: Accidents declared in the PNP statistics 2007

Collation: EMG-PNP/OFITEL and OGPP - Office of Statistics

Australia

In the long term (i.e. 15-20 years), there has been a significant reduction in the incidence of drink driving-related accidents. In the shorter term (i.e. 5 years), incidences of drink driving have been stable, on average, across states.

Canada

Between 1986 and 2007, according to Statistics Canada, the rate of police-reported impaired driving incidents decreased by 58%.

According to the Traffic Injury Research Foundation (TIRF), the percent of fatally injured drivers with a blood alcohol level over the legal limit dropped from 43.1% to 27.1% between 1987 and 1999, rose to 32.1% in 2001, declined in 2002 (29.1%), rose to 32% in 2003, declined again to 27.9% in 2004, and rose again to 31.0% in 2005.⁴⁶

China

Year	1998	2004
Total Traffic Accidents	346,129	567,753
% due to drinking and driving	1.5%	
Compared to previous year	+12.6%	
Total Fatalities	78,067	99,217
% due to drinking and driving	3.02%	4.4%
Compared with previous year	+9.6%	
Total Injured	222,721	451,810
% due to drinking and driving	1.98%	
Compared with previous year	+20.8%	

Japan

Drinking and driving and alcohol-related accidents have decreased dramatically. The National Police Agency reported that traffic accidents caused by drinking drivers fell by 40% in the month following the introduction of stiffer penalties in September 2007. In the same period, the number of people caught for drinking and driving fell 35%.

⁴⁶ www.trafficinjuryresearch.com

New Zealand

In the long term (15 - 20 years), the incidence of alcohol-related accidents has dramatically reduced and levelled-off in the last 5-7 years. Recent research has indicated a sharp rise in the number of women caught drinking and driving, however, it is still one third of the number of men involved.

Republic of South Korea

Drinking and driving-related accidents have been stable for some years.

Year	2005	2006	2007
Drink driving related car accidents	26,460	29,990	28,416

South Africa

In 2001, the National Injury Mortality Surveillance System indicated that more than half (53.6%) of all fatal traffic cases were alcohol-related; and the mean BAC level was nearly four times the legal limit. Pedestrians constituted the highest percentage of cases that tested positive for alcohol. More than half of the drivers tested were positive for alcohol, and the mean BAC level was 0.17%. Alcohol abuse on South African roads is a significant problem.

USA⁴⁷

2007 saw a statistically significant decline of 3.7% in alcohol-impaired driving fatalities in the United States compared to 2006. Declines were seen in almost every age group, with the youth age group of 16-20 year olds seeing a 13% reduction. The alcohol-impaired driving fatality rate per 100 million vehicle miles travelled decreased to 0.43 from 0.45 in 2006. This is the lowest alcohol-impaired fatality rate since the US National Highway Traffic Safety Administration began tracking the statistic in 1982. The total number of alcohol-impaired driving fatalities in 2007 is the lowest number since 1999. Since 1982, total drunk-driving fatalities have declined 38%; and teen (drivers aged 16-20) drunk-driving fatalities have declined 67%.

DEFINITIONS OF ALCOHOL-RELATED STATISTICS

Austria

Austrian statistics relate to anyone involved in an accident with any alcohol in their blood. Fatalities are not included because their BAC is not taken.

Belgium

Not all accidents are taken into consideration in the official statistics as the persons concerned cannot always perform the alcohol test (for instance because they were admitted to hospital). As a result, the accident figures are likely an underestimate of the real scale of the problem.

Czech Republic

A road fatality is an accident caused by a person under the influence of alcohol (both driver and pedestrian) — BAC limit 0.0.

Denmark

A road accident is defined as being alcohol-related if either a driver or a pedestrian has a BAC of 0.05%.

Motor vehicles: All vehicles are included (car, motorcycle, bus, scooters, vans, trucks)

Travelled km: All kinds of transportation of people (motor vehicles, train, ferry, domestic flights)

⁴⁷ <http://www-nrd.nhtsa.dot.gov/Pubs/TSF2006FE.PDF>.

France⁴⁸

When the police arrive on the scene of a road accident, they must check the alcohol levels of all drivers involved. For those killed immediately or severely injured, alcohol levels are checked by blood tests. For those unhurt or only slightly injured, a simple breath alcohol test is used. A blood sample may be taken to confirm the rate found in an alcohol test.

In a certain number of accidents, the level of alcohol in the body is not known for all drivers involved. This may be because: a blood sample was taken, but, when sending the accident report, the police did not yet have the results; the driver refused to submit to alcohol testing (fairly rare); or the accident is so serious that it is impossible to take a blood sample.

The lack of knowledge of the results in some instances has led to the following classification:

- accidents with alcohol (AAA) including accidents in which at least one of the drivers involved has alcohol in the body;
- accidents without alcohol (ASA) including accidents in which all drivers involved have no alcohol in the body;
- accidents with unknown alcohol levels (ATI) including accidents in which drivers have negative alcohol levels and in which the level of alcohol is unknown for at least one of the drivers.
- AAA + ASA make up accidents with known levels of alcohol (ATC).

Germany

Alcohol-related statistics in Germany relate to accidents where at least one person has a positive BAC over 0.0%.

Italy

The statistics, referring to the law, only include the driver under the influence of alcohol as a drink-drive fatality.

Luxembourg

Anyone with any alcohol in their blood.

Poland

Statistics include drunk pedestrians and drivers with a positive BAC.

Portugal

There is no official data in Portugal.

Russia

A road accident is defined as alcohol-related if a driver had a BAC level higher than 0.0%. Pedestrians are not usually tested unless they appear to be implicated in the cause of a car accident.

Statistics include the total amount of injured accident participants (including pedestrians) which doesn't always equal to the amount of fatalities.

Spain

The toxicological analysis made by the National institute of Toxicology includes dead drivers and pedestrians with BAC above 0.03% (that is below the legal limit of 0.05%).

Switzerland

The alcohol-related statistics relate to car-driving accidents with any alcohol in their blood.

Turkey

The official level of fatalities does not include pedestrians.

⁴⁸ Source: National Observatory of Road Safety "Alcohol and Road Accidents".

UK

For the purposes of these drink-drive statistics, a drink-drive accident is defined as being an incident on a public road in which someone is killed or injured and where one or more of the motor vehicle drivers or riders involved *either* refused to give a breath test specimen when requested to do so by the police (other than when incapable of doing so for medical reasons), or one of the following:

i. failed a roadside breath test by registering over 35 micrograms of alcohol per 100 millilitres of breath

ii. died and was subsequently found to have more than 80 milligrams of alcohol per 100 millilitres of blood.

Drink-drive casualties are defined as all road users killed or injured in a drink-drive accident.

However, not all drink-drive accidents will be detected in this way, as there are some drivers involved for whom neither of the above test results are available, even though they were over the legal limit. Therefore the Department's statistics are adjusted to allow for this in order to produce a better estimate of the number of drink-drive accidents and casualties.

Chile

Alcohol-related statistics do not include drunk pedestrians or drivers with a positive BAC below the legal limit.

Colombia

Legislation doesn't have an official definition of the drink-drive fatalities. Legally, drink-drive fatalities are classified as "negligent homicide."

Costa Rica

The statistics for all drink-drive fatalities include any accident where a positive BAC of 0.05% and above was present in any of the parties involved.

Dominican Republic

Drivers only.

Honduras

The statistics include only drink-drive fatalities. Pedestrians are not included.

Mexico

- Level of alcohol influence: Established based on the Blood Alcohol Level (BAC) or through a psycho-physiological examination.
- Road Accidents or Total Road Accidents: The statistical information considers road accidents in urban and suburban areas, as well as Federal roads. State roads are not considered, due to the lack of viable information.
- Federal Road Accidents: Refers to the national road network of up to 53,000 km of length, divided into 150 roads and 138 routes. It is important to consider that there is a void of information between 1997 and 2001.
- Type of accidents: Accidents include impact among vehicles, impact with an object, vehicle turn over, pedestrian run over or passenger projectile.
- Fatal Accident: When at least one person died at the scene of the accident. If a person died afterwards it is considered a non-fatal accident.
- Non-Fatal Accident: When someone was injured but no deaths were recorded.
- Only Damages: When there were only material damages such as vehicles, private or public property, among others.
- Alcohol-Related Accident: When at least one of the people involved in the accident was under the influence of alcohol. This term includes drivers and pedestrians. Usually, Federal Road accidents are not considered since there is no specific data regarding alcohol's relation to Federal Road accidents.
- Alcohol Presence Unknown: When no record was made regarding alcohol presence. It also includes the possibility of driver's runaway.

Australia	Official Government statistics for drinking and driving do include pedestrians.
Canada	In the table on page 55, alcohol-related fatalities as percent of road deaths includes drinking drivers and pedestrians. The descriptive text on page 35 concerns fatalities involving drinking drivers only (no pedestrians).
Japan	Statistics on fatalities include only drivers and bicycle riders over the BAC limit.
New Zealand	Alcohol/drugs is used as a contributing factor to a crash or fatality when a driver's blood or breath alcohol level is above the legal limit, if drugs are proven to be in the driver's blood, or when the attending officer suspects that alcohol/drug consumption contributed to the crash. Includes all motorised vehicles. Not included are the crashes where only the pedestrians, cyclists and passengers were affected by alcohol/drugs.
Republic of South Korea	Includes all fatalities when a driver has a BAC above 0.05%.
South Africa	The definition is thought to include drivers, passengers and pedestrians involved in an accident and who test positive for alcohol. Alcohol is the only substance for which they are tested.
USA	The US National Highway Traffic Safety Administration (NHTSA) defines "alcohol-impaired driving fatalities" as "fatalities in crashes involving a driver or motorcycle rider with a blood alcohol concentration (BAC) of 0.08 grams per deciliter (g/dL) or greater." 2007 is the first year that NHTSA did not publicly release information for fatalities involving drivers with any measurable BAC level. NHTSA only released numbers related to fatalities involving drivers at or above the legal BAC limit.

OTHER FACTORS WHICH CONTRIBUTE TO ROAD ACCIDENTS

Where available, please provide information regarding the contributory influence of legal or illegal drugs or fatigue on road accidents/fatalities.

Czech Republic	The influence of drugs or fatigue is also recorded, but its contribution is very small (fatigue accidents about 0.5% of all accidents, drugs accidents about 0.02% of all accidents).					
Cyprus	Statistics regarding the contribution of legal or illegal drugs or fatigue on road accidents/fatalities 2004 - 2007.					
	Illegal Drugs		Legal Drugs		Sleep	
Year	Fatal Accidents	Dead	Fatal Accidents	Dead	Fatal Accidents	Dead
2004	0	0	0	0	3	3
2005	0	0	0	0	2	2
2006	5	5	1	1	1	1
2007	3	3	0	0	1	1

Denmark

There is raised awareness of the dangers of “driving and drugs” (legal as well as illegal).

France

An automated control penalty system for speeding has led to a doubling of speeding offenders being charged. The French authorities are currently examining the role of drugs in relation to road safety and are experimenting with a new saliva test.

Germany

Accidents causing injury caused by drivers’ malpractice in 2006:
Alcohol 1,905; Fatigue 1,915; Drugs 1,320.

Netherlands

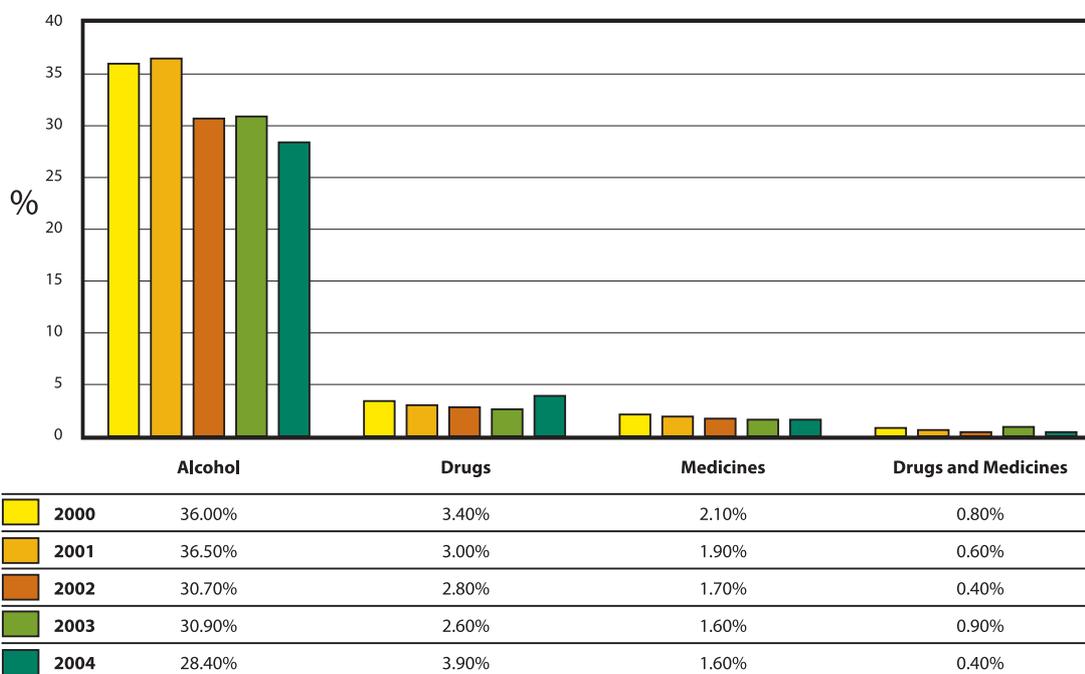
Drugs: it is forbidden to drive under the influence of any substance that impairs the driving capability. This counts for legal and illegal drugs and/or medicines. It is not illegal to drive when tired so the influence of fatigue is not known.

Poland

1.5% of all accidents are caused by entering an intersection on a red light. Other factors known to cause accidents are for example: lack of modern infrastructure; inefficient enforcement; or lack implementation of evaluation of measures.

Spain⁴⁹

Drivers' consumption of alcohol drugs and medicines 2000 – 2004.

**Switzerland**

Information on other factors is not available, but drugs are thought to be a major contributor.

Turkey

Factors contributing to road accidents/fatalities include: speeding; violation of traffic lanes; driving too close to the car in front; ignoring right of way; jumping red lights; fatigue; etc.

⁴⁹ Source: Instituto De Toxicologia.

UK

Information on contributory factors to road accidents has recently been added to the national road accident reporting system. Results from the first year of data collection showed that:

- Failing to look properly was the most frequently reported contributory factor and was involved in 32% of all accidents. Five of the six most frequently reported contributory factors were some kind of driver or rider error or reaction. For fatal accidents, the most frequently reported contributory factor was loss of control, which was involved in 35% of fatal accidents;
- Exceeding the speed limit or going too fast for the conditions were reported as a contributory factor in 15% of all accidents. However, the factor became more significant with the severity of the accident; it was reported as a contributory factor in 26% of fatal accidents and these accidents accounted for 28% of all fatalities;
- 8 times more male than female drivers or riders involved in road accidents were reported as exceeding the speed limit; and
- Alcohol impairment was reported as a contributory factor in 5% of accidents.

Argentina

For years, the number-one cause of fatalities in road accidents has been speeding⁵⁰ (approximately three thousand fatalities per year), and the number-two cause has been alcohol consumption by drivers. These are followed by a set of other causes including: fatigue; crossing a red light; not wearing seat-belts; using the cell phone while driving; and consumption of drugs, whether legal or illegal.

The Center for Road Experimentation and Safety (Centro de Experimentación y Seguridad Vial — CESVI) disclosed its ranking of the ten most frequent “errors” while driving, which are also the causes of road accidents⁵¹. This ranking was put together based on the reconstruction of accidents by CESVI during 2006 and 2007 and is listed below.

Ranking of accident causes:

Cause of Accident	Number	%
Not keeping to one's lane (overtaking)	679	38.1%
Distraction and use of cell phone	379	21.2%
Incorrect speed	258	14.5%
Failure to observe road signs	147	8.2%
Fatigue	103	5.8%
Not yielding to other vehicles with priority right	94	5.3%
Not keeping adequate distance	92	5.2%
Drink / drive	21	1.2%
Insufficient / no lights	11	0.6%
Total	1784	100%

⁵⁰ Source: Asociación Civil Luchemos por la Vida.

⁵¹ Source: Reconstructions of road accidents by CESVI 2006 and 2007.

It should be noted that, even though bad road conditions, scarce signage and poor weather conditions are often cited as the causes for accidents, "ninety percent of road accidents can be attributed to human errors," states a report by CESVI. This is clear from the nature of the number-one cause for serious accidents (38% of cases): overtaking. Miscalculated or reckless overtaking by drivers is frequently seen on Argentine roads. Another figure that emphasizes the degree of recklessness while driving is that 68% of accidents occur on the straight sections of roads, i.e. they occur while drivers do not keep to their lane or while they overtake other vehicles. The second cause in the accident ranking has to do with distractions while driving. Smoking, drinking mate (a popular local infusion), changing a CD or talking on the cell phone causes 21% of accidents. However, it is very clear that the foremost cause among them is using the cell phone while driving, as frequent an offence as it is dangerous. The fact that it is the fifth traffic offence penalized in the city of Buenos Aires is self-explanatory. The other frequent cause is speeding. A cause that draws attention in the ranking, having nothing to do with driving skills, is the failure to have the mandatory lights on while on the road. Forty percent of drivers still drive without switching their headlights on, an action as simple as it is preventive.

Dominican Republic

Alcohol is the main cause of accidents, and there is no significant drug use. Other significant factors include not using seat-belts or lights.

Guatemala

Other significant factors include excessive speed, not wearing safety belts, negligence of the driver or pedestrian, other distractions, for example, use of a mobile phone and lack of road education.

Mexico

Seat-belt, fatigue, speed driving, inexperienced driver (minor), road conditions, distractions (mobile phones, music, etc.) have also been established as conditions that have favoured road accidents/fatalities.

Causes of Federal Road Accidents, 2001-2005 (caused by driver)

	2001	(%)	2002	(%)	2004	(%)	2005	(%)
Over Speed Limit	33,376	63.59%	33,376	63.59%	15,401	52.93%	17,830	54.39%
Lane Invasion	6,330	12.06%	6,330	12.06%	3,929	13.50%	4,577	13.96%
Didn't Keep Distance	4,184	7.97%	4,184	7.97%	1,701	5.85%	2,130	6.50%
Negligence	2,720	5.18%	2,720	5.18%	3,129	10.75%	2,798	8.54%
Didn't Give Way	2,790	5.32%	2,790	5.32%	1,504	5.17%	1,845	5.63%
Improper Turn	1,543	2.94%	1,543	2.94%	1,097	3.77%	1,164	3.55%
Tiredness	876	1.67%	876	1.67%	807	2.77%	885	2.70%
Drunk Driver	133	0.25%	133	0.25%	711	2.44%	668	2.04%
Wrong Overtake	267	0.51%	267	0.51%	374	1.29%	387	1.18%
Bad Parking	84	0.16%	84	0.16%	187	0.64%	201	0.61%
Ignored Stop Sign	85	0.16%	85	0.16%	146	0.50%	163	0.50%
Ignored Traffic Lights	42	0.08%	42	0.08%	71	0.24%	93	0.28%
Light Dazzle	23	0.04%	23	0.04%	37	0.13%	32	0.10%
Ignored Signs	22	0.04%	22	0.04%		0.00%		0.00%
No Signs	9	0.02%	9	0.02%		0.00%		0.00%
Drug Consumption	1	0.00%	1	0.00%	5	0.02%	9	0.03%
Total	52,485		52,485		29,099		32,782	

* Reference: Global Mind, Information System about Automotive Accidents (SI AV)

Peru

Excessive speed causes 32% of all fatal accidents, and drinking and driving causes just over 9%.

<p>Australia</p>	<p>On average across states, fatigue-related and alcohol-related fatalities occur at similar levels. However the incidence of fatigue-related non-fatal accidents is far higher (in the order of 100%) than alcohol-related non-fatal accidents.</p> <p>The incidence of illicit drug-related accidents is rising but remains at lower levels than for alcohol and fatigue-related accidents. The increase in drug-related incidents may be, in part, related to recent improvements to, and implementation of, roadside detection technology.</p>
<p>Japan</p>	<p>Many accidents/fatalities report fatigue by truck/bus drivers from overwork/lack of sleep.</p>
<p>New Zealand</p>	<p>Alcohol- and drug-related statistics are not compiled separately. The incidence of fatal and non-fatal accidents involving driver fatigue occurs at levels approximately 50% lower than for alcohol/drug-related accidents.</p>
<p>Republic of South Korea</p>	<p>Illegal drug use is not common in the Republic of South Korea so it does not contribute significantly to road accidents. Fatigue is a major factor in road accidents but no figures are available.</p>
<p>USA</p>	<p>The National Highway Traffic Safety Administration (NHTSA) estimates that 13,543 road deaths in 2006 were speed-related. NHTSA estimates that approximately one-third of all crashes and of fatal crashes are speed-related. In 2006, 41 percent of the drivers with a BAC of 0.08% or higher involved in fatal crashes were speeding, compared with only 15 percent of drivers with a BAC of 0.00% involved in fatal crashes. Other factors recognized by NHTSA as contributing to crashes include fatigue, alcohol consumption, drug use, illness, vehicle defect, and driver inattention.</p>

ENFORCEMENT LEVELS

16 Please give brief details of the level of enforcement and rates of conviction for driving while under the influence of alcohol or drugs.

Austria

Random breath testing is only used occasionally.

Belgium⁵²

Random breath testing is used frequently, and enforcement is high. A press release issued by the Belgian Minister for Mobility and the IBSR presented final figures from the end of year controls, on the basis of police figures. The controls took place between 3rd December 2004 – 17th January 2005 and showed that in that period there were 153,651 random breath tests (55% more than previous year) and fewer positive results: 6,457 drivers (4.2% less than previous year). This shows that for years running, there were fewer drunk drivers during the New Year period.

Bulgaria

In 2004, there were 6,164 court proceedings against drivers whose BAC level was over 0.12%.

Cyprus

During 2002, 1,160 persons were charged with drinking and driving — 2 of which were imprisoned, 1,137 were fined and/or had their driving licences suspended and 21 were either put under supervision, guarantee or were acquitted.

Period	Number of tests carried out	Number of charges
1/1-14/9/2007	83,402	5,566
1/1-14/9/2008	100,938	5,798
Difference	+21.03%	+4.17%

Denmark

Random breath testing is used by the police. Enforcement levels rise in December and the summer. There are approximately 16,000 convictions — the majority being fined.

EU

Member States adopt very different enforcement regimes designed to suit their own legal, cultural, social and traffic conditions. In some countries, for example France, there is a policy of mass breath testing (6,000,000 tests per year). In the UK where the population is similar, there are fewer, more targeted tests.

Finland

Random breath testing is used frequently. The level of enforcement is fairly high.

France

Checks on alcohol consumption have increased substantially in recent years. There were 7.7 million preventive tests in 2003 compared to 6.2 million in 1994.

Ireland⁵³

While there are no specific drink-driving checks, Gardaí, when conducting insurance, tax and speeding checks, may form the view that a driver is under the influence of alcohol. If a Garda does form such a view, he/she can then arrest a driver for drinking and driving. In 2003, there were 11,344 drink-driving related arrests made by Gardaí with 3,060 convictions.

⁵² www.ibsr.be/main/Actualiteit/Persberichten/PersberichtenDetail.shtml?detail=713425975&language=fr

⁵³ Sources: Medical Bureau of Road Safety – Annual Report. Department of Forensic Medicine, University College Dublin, Ireland. Road Accident Facts' (Annual Report). The National Roads Authority, Ireland. MEAS Designated Driver Awareness Campaign Survey. (January 2004).

Italy

The Government, led by Transportation Minister Bianchi is actively seeking to reduce the number of accidents and deaths on Italian roads, as illustrated by the decree which was approved in August 2007. The number of breath tests was increased, as was the number of "auto-velox" cameras. Moreover, the new decree saw a major increase in penalties for traffic offenders, especially for offences related to driving under the influence of alcohol and illegal substances.

Malta

The level of enforcement is very low. There are only a handful of convictions on drink-drive accusations, and these are mainly foreigners. The Sense group has been asking for much stricter controls on driving under the influence of alcohol.

Norway

The number of sanctions for driving under the influence of alcohol and/or drugs as a percentage of all sanctions for traffic offences was 2.4% in 1997.

Spain

Random breath testing is used frequently.

Sweden

Random breath testing is used frequently, and overall enforcement has high priority.

Turkey

The level of enforcement is strict. During 2006, 69,240 driver's licences were revoked permanently.

UK

The UK is one of the few countries that rely almost entirely on reactive enforcement. Unless a driver is involved in an accident, commits a moving traffic offence or the police have reasonable grounds for suspicion, the police cannot require a breath test. A person who refuses to provide a breath test is guilty of an offence, unless there is a reasonable excuse. A high breath testing rate is acknowledged to have a deterrent effect upon potential drink drivers, although research shows that a lower number of carefully targeted tests can identify a large proportion of drink drivers. The incidence of testing drivers and riders committing moving traffic offences is not known. All drivers involved in an accident are now tested. The number of screening breath tests performed in England and Wales each year peaked in 1998 at 815,000 and was 602,000 in 2006. The proportion which are positive, or refused, has been fairly steady at about 13% but rose to 20% in 2004 and is now falling again. See the table below.

The number of persons convicted of drinking and driving annually in Great Britain was decreasing and reached a low of just under 82,749 in 2000. It rose for the next few years peaking in 2004 at 93,566. It has since fallen and in 2006 stands at 91,207 of which only 12.8% were female.

SCREENING BREATH TESTS IN ENGLAND AND WALES

Year	Total number of tests Thousands	Number positive or Refused thousands	Percentage positive or refused
1995	702.7	94.4	13
1996	781.1	100.5	13
1997	800.3	103.5	13
1998	815.5	102.3	13
1999	764.5	94.1	12
2000	714.8	94.6	13
2001	623.9	99.5	16
2002	570.0	104.0	18
2003	534.0	106.0	20
2004	578.0	103.0	18
2005	607.0	104.0	17
2006	602.0	106.0	18

Brazil

The overall level of enforcement is low.

Honduras

The level of enforcement and rates of convictions are very low. The population is not informed about the law. This means that knowledge on the subject is vague, even from Police officials, which contributes to a lack of punishment on alcohol-related accidents. In addition, the fines imposed for drunken driving are very low which reduces the deterrent factor.

Peru

The authorities in charge of providing information about the dangers of driving under the influence of alcohol are the Ministry of Interior, Ministry of Health, Ministry of Transports and Communications. Together with the main districts and with the collaboration of the national police, they establish many campaigns to try to reduce the high number of traffic accidents.

Australia**Drink Driving Enforcement Rates, by State 2005-2006**

STATE	RANDOM BREATH TESTS (persons)	ABOVE LEGAL BAC (persons)
Australian Capital Territory	118,829	1,192
New South Wales	3,400,000	25,217
Northern Territory	53,017	1,591
Queensland	2,900,000	30,621
South Australia	665,455	8,692
Tasmania	608,471	5,354
Victoria	1,370,000	5,500
Western Australia	975,786	15,082

Canada

Generally, of the cases that go to trial (i.e. where the offender wishes to contest the charge), the conviction rate varies from 41% to 75%, depending on the province where the case is tried.

New Zealand

In 2004-05, 2,090,898 breath tests were undertaken resulting in 26,693 prosecutions.

South Africa

According to the government's expert in this area (Dr. Johan van der Spuy, recently retired from the Medical Research Council), the capacity to enforce the legislation with the BAC at 0.08% is very limited because of lack of resources. He has estimated that barely 20% of potential offenders are screened. For this reason, he argued against reducing the BAC limit before increasing capacity to effectively enforce the higher level.

USA

Approximately 1.4 million drivers were arrested in 2003 for driving under the influence of alcohol or narcotics. This is an arrest rate of 1 for every 135 licensed drivers in the United States. More recent data is not available.

In recent years, there has been increased implementation of sobriety checkpoints and saturation patrols. In a sobriety checkpoint, all vehicles, or a specific sequence of vehicles (i.e., every fifth vehicle), are stopped at a fixed location to detect drivers who may be impaired by alcohol or drugs; and law enforcement officers may submit any driver to a breathalyzer test if there is a suspicion of drinking. While these checkpoints do apprehend drunk drivers, their main goal is to raise awareness of the likelihood of being arrested if one drives drunk — a “general deterrence” effect. Sobriety checkpoints are performed in 38 states, the District of Columbia and Puerto Rico. The National Highway Traffic Safety Administration (NHTSA) coordinates two national “crackdowns” on drunk driving each year. The crackdowns include national advertising to raise awareness of the efforts and encourage state law enforcement agencies to greatly increase their implementation of sobriety checkpoints during a 2-3 week period over the Labor Day holiday in September and 2-3 week period over the Christmas and New Year’s holidays in December. To learn more about these efforts, access www.stopimpaireddriving.org. Saturation patrols are small groups of law enforcement officers specifically seeking drivers that appear to be impaired. These patrols are generally conducted on weekend nights and on holidays at high-risk locations where drunk-driving crashes have previously occurred. These are often more effective in apprehending drunk drivers, or “specific deterrence,” than sobriety checkpoints. NHTSA recommends an enforcement approach that combines these two methods.

ADDITIONAL INFORMATION

17. Please append or cite references for any research or official reports on the subject of drink drive or road safety in your country.

Bulgaria

The bulletins and web site of the Bulgarian Ministry of Internal Affairs — www.mvr.bg;
The bulletins and web site of the National Institute of Statistics — www.nsi.bg.

Czech Republic

www.driveandstayalive.com

Permissible Level of Alcohol in the Blood. The Organisation for Economic Co-operation and Development (OECD)

United Nations Economic Commission for Europe. “Collection and Dissemination of Information on National Requirements Concerning Road Safety” (28 Jan., 2003) Table 6.

Drinking and Driving factsheet from the Institute of Alcohol Studies, November 2007, http://www.ias.org.uk/resources/factsheets/drink_driving.pdf

Czech Republic Transport Research Centre — www.cdv.cz/english/index.htm

Denmark

- A. The annual report from the National Police:
<http://www.politi.dk/NR/rdonlyres/DBBCE3B1-7330-46E6-B55A-6DAF610C62A7/0/politietsarsrapport07endeligversion.pdf>
- B. The Danish Road Safety Council's statistics
<http://www.sikkertrafik.dk/61000a>

Europe

Making our drivers and roads safer a report from SATRE (Social Attitudes to Road Traffic Risk in Europe).

The European Integrated Project DRUID is a part of the 6th Framework Programme. It brings together 36 institutes from 18 European countries. The DRUID (Driving Under the Influence of Drugs, Alcohol and Medicines) project deals with the problem of drinking and driving and hopes to find answers to questions concerning the use of drugs or medicines that affect people's ability to drive safely. It started on October 15th, 2006 with an expected duration of 48 months. For details visit http://www.druid-project.eu/cln_007/Druid/EN/home/homepage_node.html?_nnn=true

France

National Observatory of Road Safety: Recent developments

Germany

www.destatis.de — Statistisches Bundesamt — Federal Statistical Office
www.adac.de — Allgemeiner Deutscher Automobil Club — German Automobil Club
www.dvr.de — Deutscher Verkehrssicherheitsrat — German Traffic Security Council.

Hungary

<http://209.85.129.104/search?q=cache:3CVC2fG99ucJ:www.szmm.gov.hu/download.php%3Fctag%3Ddownload%26docID%3D14075+k%3%A1b%3%ADt%3%B3szeres+be+folyc%3%A1solts%3%A1g+alatt+okozott+k%3%B6zuti+balesetek+sz%3%A1ma&hl=hu&ct=clnk&cd=3&gl=hu>

<http://portal.ksh.hu/pls/ksh/docs/hun/xftp/gyor/ser/ser20612.pdf>

http://baleset-megelozes.hu.web.maxer.hu/cms/index.php?option=com_content&task=view&id=948&Itemid=28

Ireland

- www.rsa.ie
- www.garda.ie
- <http://www.garda.ie/pub/annualreport08english.pdf>
- <http://www.transport.ie/roads/>
- Medical Bureau of Road Safety — Annual Report. Department of Forensic Medicine, University College Dublin, Ireland.
- "Road Accident Facts" (Annual Report). The National Roads Authority, Ireland.
- MEAS Designated Driver Awareness Campaign Survey. (January 2004).
- MEAS Designated Driver Awareness Campaign Survey, 2006
- Drinking, drugs and driving in Ireland: more evidence for action. Fitzgerald, Daly, Leavy and Cusack. 2006

Netherlands

MPM Mathijssen (2005). "Drink driving policy and road safety in the Netherlands a retrospective analysis." Transportation Research Part E 41; 395-408.
rene.mathijssen@swov.nl
Servicedesk@avv.rws.minvenw.nl

Poland	Road Safety Programme GAMBIT, National Road Safety Council, OECD/ECMT reports.
Russia	www.gibdd.ru
Spain	www.dgt.es — Dirección General de Tráfico (National Traffic Authority) www.mju.es/toxicologia — Instituto Nacional de Toxicología (National Toxicology Institute) Plan Nacional sobre Drogas (National Drug Plan)
Switzerland	www.bfu.ch (road accident reports)
Turkey	The Turkish Security police force (traffic department) publishes data on traffic accidents and is tasked with alerting the public about the dangers of drinking and driving.
UK	Department for Transport Statistics Road Casualties in Great Britain 2007: Annual Report. http://www.dft.gov.uk/pgr/statistics/datatablespublications/accidents/casualtiesgbar/roadcasualtiesgreatbritain20071
Costa Rica	Statistics from COSEVI (Roadway Security Council)
Mexico	<ul style="list-style-type: none"> • INEGI. (<i>National Institute of Statistics, Geography and Information</i>). Statistics regarding accidents and demographic information. • Secretaría de Seguridad Pública. (<i>Public Security Department</i>). National and State programmes regarding alcohol and drink driving and actions to prevent accidents. • State governments and municipalities. Transit and transport laws and regulations, statistics and reports. • Secretaría de Salud (Health Department), CONADIC (National Council Against Addictions), COFEPRIS (Federal Committee for the Protection Against Sanitary Risks), CONAPRA (National Council for Accident Prevention), Federal and local agreements regarding health and drink drive actions, as well as national statistics. • Secretaría de Gobernación (Government Department). Registered laws, regulations and agreements. • Secretaría de Comunicaciones y Transportes (Transport and Communications Department). Statistics, laws and regulations. • Global Mind (Consultancy), Information System about Automotive Accidents (SI AV). • Instituto Mexicano del Transporte (Mexican Institute of Transport) with data from the Policía Federal Preventiva (Federal Preventive Police Department). Statistics.
Panama	Reglamento de Tránsito de la República de Panamá (<i>Panamanian Transit Regulation</i>) conformed by Executive Decree No. 160 (June 7, 1993).

Australia	Australian Transport Safety Bureau — Road Statistics — Crash Rates Australian College of Road Safety.
Canada	<ul style="list-style-type: none"> • Statistics Canada, Canadian Centre for Justice Statistics. Crime Statistics in Canada: 2008. • Traffic Injury Research Foundation. Alcohol Crash Problem in Canada: 2005. Prepared for Canadian Council of Motor Traffic Administrators (CCMTA) and Transport Canada. Ottawa, January 2008. • Traffic Injury Research Foundation. Strategy to Reduce Impaired Driving (STRID) 2010, Progress in 2004 and 2005. Prepared for Canadian Council of Motor Traffic Administrators (CCMTA) and Transport Canada. Ottawa, November 2006.
Japan	Reports are available from the National police office.
New Zealand	All figures are obtained from Land Transport New Zealand, and the New Zealand Police.
USA	US National Highway Traffic Safety Administration (NHTSA) 2007 alcohol-impaired data (August 2008)

18. Please append details, including dates, of additional legislation which is likely to affect drink drive fatality statistics e.g. seat-belt legislation.

Cyprus	<p>Seat-belts in the front seats have been obligatory since 01/07/1987. Seat-belts in the back seats have been obligatory since 01/07/2001.</p> <p>The reference legislation is the Motor Vehicles Regulation, N.86/72, and the Motor Vehicles and Traffic Directive 66/1984 and their amendments.</p> <p>Other information: Cyprus has 7,206 km. of road and more than 465,367 licensed vehicles.</p>
Czech Republic	Drink Drive is governed by the Law No 361/2000.
Denmark	<p>Seat-belt legislation is compulsory. The law regulating traffic can be found here (in Danish):</p> <p>http://147.29.40.90/ LINK 0/0&ACCN/A20050107929</p>
France	National Observatory of Road Safety: General Summary for the year 2006
Germany	Implementation of alcohol prohibition law for beginner/novice driver started August 1st 2007 (Law: July 19th 2007) Annex: 070719 Bundesgesetzblatt 0 Promille Fahranfänger S 1460.pdf.
Hungary	Use of front and rear seat-belts is obligatory.

Ireland	In November 2004, the Minister for Justice, Equality and Law Reform announced the establishment of a dedicated Traffic Corps within the Garda Síochána. The Garda Traffic Corps is headed by an Assistant Garda Commissioner, has its own dedicated staff and budget. The current number of 500 members of An Garda Síochána dedicated to the enforcement of road traffic law is expected to rise to 1,200 in the next few years. The Minister also published a Strategic Review of Traffic Policing which is intended to be a blueprint for a transformation in the enforcement of road traffic law. The document is viewed as a step forward in the enforcement of road traffic law and promotion of road safety.								
Poland	Seat-belts have been compulsory in Poland since 1983 in front seats, and since 1997, in rear seats and child restraint seats.								
Russia	Seat-belts have been compulsory in Poland since 1992. Cell-phone conversations without using a hands free device have not been allowed when driving since 8th November 2007.								
UK	<table border="0"> <tr> <td style="padding-right: 20px;">1983</td> <td>Front seat-belt compulsory.</td> </tr> <tr> <td>1991</td> <td>Rear seat-belts compulsory.</td> </tr> <tr> <td>1992</td> <td>Speed enforcement cameras.</td> </tr> <tr> <td>2003</td> <td>Use of hand-held mobile phones an offence.</td> </tr> </table>	1983	Front seat-belt compulsory.	1991	Rear seat-belts compulsory.	1992	Speed enforcement cameras.	2003	Use of hand-held mobile phones an offence.
1983	Front seat-belt compulsory.								
1991	Rear seat-belts compulsory.								
1992	Speed enforcement cameras.								
2003	Use of hand-held mobile phones an offence.								

Columbia	All the legislation is included in the Transit Code: Law 769- 2002. The law can be found on the official website: www.mintransporte.gov.co .
Costa Rica	Seat-belt use was made mandatory by a Supreme Court decision in 2002.
Guatemala	Transit Law 1996. Transit Regulation 1998.
Mexico	<p>The Security Department is implementing different programmes to prevent speeding, drink driving and other factors that contribute to fatal road accidents such as the use of mobile phones or lack of seat-belt protection.</p> <p>In different states, there have been modifications to the Transit laws or regulations to limit the time when permit holders (minors) can drive, usually forbidding them to drive after 10pm. If a unification of Federal Transit Law is enacted it will address the same factors established in the Federal Agreement. The themes are the following: seat-belt; drink and drive; speeding; mobile phones; fatigue and road conditions.</p>
Panama	Law 9 (April 16, 1993): "By which it is mandatory the use of seat-belts in moving transport vehicles".
Peru	<p>The Traffic Regulation, Article 85, refers to the obligation of wearing a seat-belt for the front and back seats. The penalty for not fulfilling this obligation consists in a 5 Tax-Unit-fine.</p> <p>Also, by means of the Supreme Decree N° 013-2007, the Road Safety National Plan has been approved. The objective of this plan is to consolidate road safety as a national priority and to promote better security conditions on the roads to benefit the quality of life of the members of society.</p>

Japan

Seat-belt legislation applies to the driver and front seat passenger and is now in being tested for back seat passengers.

South Africa

Seat-belt legislation has been in place for some time. No new legislation is expected apart from that envisaged in the 1996 Act and expanded on in the plan to 2005⁵⁴.

USA

25 states and the District of Columbia currently have Primary Belt Laws in effect. In those states, law enforcement officers can stop and ticket a driver for non-use of a safety belt. In 24 states, the belt law is secondary, meaning that a driver must first be stopped for another offence and then may be ticketed for non-use of a safety belt. One state has no adult safety belt use law. Each year, a number of states consider passage of primary safety belt laws. These efforts are bolstered by the incentive of federal grants for states which pass these primary laws. Several states have outlawed the use of hand-held mobile devices while driving. Currently, five states and the District of Columbia ban the use of hand-held phones while driving. One of these bans took effect in 2001 (New York), two in 2004 (New Jersey and DC), one in 2005 (Connecticut), and two 2008 (California and Washington). Seventeen states and the District of Columbia have special cell phone driving laws for novice drivers. A few States ban use in certain situations, such as when operating a school bus or public transit vehicle. In addition, some major cities have hand-held bans or otherwise restrict use. No states or major cities ban the use of driving while using a headset.

Additionally, many states have Graduated Driver's Licensing (GDL) systems for young drivers because young, novice drivers are significantly overrepresented in fatal crashes and because immaturity and inexperience are primary factors contributing to fatal crashes by young drivers. Evaluations of GDL programmes indicate 20- to 50-percent reductions in crashes of young novice drivers. The National Highway Traffic Safety Administration recommends all states adopt three-stage GDL laws. The three stages to a graduated licensing system are: a supervised learner's period; an intermediate licence that limits driving in high-risk situations except under supervision; and a licence with full privileges, available after completing the first two stages. Click here to access a 01/2008 NHTSA report on GDL:

<http://www.nhtsa.dot.gov/staticfiles/DOT/NHTSA/Traffic%20Injury%20Control/Teen%20Driver/files/810888GradDriverLicense.pdf>.

⁵⁴ www.transport.gov.za/projects/arrive/

COMPARATIVE STATISTICS TABLES

COMPARATIVE STATISTICS — EUROPE

	Austria		Belgium		Czech Rep		Denmark	Finland	France	Germany	Greece	Irish Rep	Hungary	Italy	Lithuania	Netherlands	Norway	Portugal	Poland	Spain	Sweden	Switzerland	Turkey	UK
Year	2006	2000	2006	2005	2002	2004	2006	1997	2003	2006	2005	2006	2004	2005	2005	2005	2003	2006	2000	2006	2006			
See Notes below				3		4	5						6	7									1	
Legal BAC Limit (%)	0.05	0.05	0.0	0.05	0.05	0.05	0.05	0.05	0.05	0.08	0.00	0.05	0.04	0.05	0.02	0.05	0.02	0.05	0.02	0.05	0.02	0.08	0.05	0.08
Road deaths per 100,000 of the population ¹	8.9	10.2	10.4	5.6	6.4	7.7	6.2	14.9	8.7	13.0	9.7	22.3	4.5	5.2	9.2	13.8	9.4	4.9	5.0	4.6	5.4			
Alcohol-related fatalities per 100,000 of the population	NA	NA	0.49	1.3	NA	NA	0.74	NA	NA	2.0	NA	43.7	1.0	NA	NA	NA	NA	NA	1.4	NA	0.9			
Alcohol-related road accidents per 100,000 population	NA	NA	66.6	15.8	17.7	NA	20	NA	NA	28	NA	955	NA	NA	NA	NA	69 EST	NA	95	6.3	NA			
Road deaths per 10,000 motor vehicles ¹	1.6	1.9	2.4	1.2	1.2	1.3	1.0	2.9	1.9	4.5	1.4	4.8	0.9	0.9	1.8	3.3	1.6	1.0	0.9	27.3	1.0			
Road deaths per billion vehicle kilometres	NA	16.3	20.2	4.3	8.5	10.9	NA	NA	NA	NA	NA	NA	7.6	NA	NA	31.6	NA	NA	8.4	73*	2.7			
Car user deaths ¹	384	567	567	146	203	2,626	2,683	719	222	630	NA	NA	344	156	375	2,397	2,095	261	156	NA	1,699			
Car user deaths per 100 million car kms	NA	NA	1.46	0.3	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA			
Alcohol-related fatalities	56	NA	50	73	NA	NA	NA	NA	NA	168	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	540			
Alcohol-related deaths per billion vehicle kilometres	NA	NA	0.95	1.0	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	0.9			
Alcohol-related deaths as a percentage of the total road deaths	7.7	10.2 ²	4.7	23.9	27.8	27.8	12	NA	NA	14.32	NA	NA	25.0	NA	NA	NA	30.9	0.25	17.0	NA	16.0			
Alcohol-related road accidents as a percentage of all road accidents	6.5	8.5	3.6	16	14.8	9.5	2.28	NA	NA	NA	NA	NA	NA	NA	3.3	14	30 EST	NA	0.09	0.61	5.0			

2006
2005
2004
2003
2002
pre 2002

¹ Source: Road Casualties Great Britain 2007: Annual report. Data for 2006
² % of all accidents with dead and seriously injured persons Alcohol-related
³ National Statistics Bureau
⁴ Source: ONISR Accident file
⁵ Source: Federal Statistics Office
⁶ Not only road accidents
⁷ Source: Dutch Transport Ministry.

COMPARATIVE STATISTICS — NON-EUROPE

	Argentina	Brazil	Chile	Columbia	Costa Rica	Guatemala	Mexico	Peru	Australia	Canada	Republic of Japan	New Korea	Zealand	USA
Year	2007	2006	2003	2002	2006	2006	2005	2007	2004	2005	2002	2006	2004	2007
See Notes below	2								3			4		5
Legal BAC Limit (%)	0.05	0.06	0.05	0.04	0.05	0.08		0.05	0.05	0.08	0.03	0.05	0.08	0.08
Road deaths per 100,000 of the population ¹	NA	NA	NA	13.8	8.2	20	12.9	NA	7.8	8.9	5.7	13.1	9.5	14.3
Alcohol-related fatalities per 100,000 of the population	NA	10.7	1.3	NA	1.15	30	3.36	NA	NA	NA	NA	12.7	3.32	NA
Alcohol-related road accidents per 100,000 population	NA	NA	20.1	NA	1.15	60	38.57	NA	NA	NA	166	59.2	33.3	NA
Road deaths per 10,000 motor vehicles ¹	NA	4.4	NA	1,970	9.33	NA	1.93	NA	1.2	1.5	1.0	3.1	1.3	1.8
Road deaths per billion vehicle kilometres	NA	NA	NA	15.5	NA	NA	0.04	NA	8.00	9.3	10.4		NA	1.37 ^{6,7}
Car user deaths ¹	7,557	NA	44,450	730	NA	30	NA	79,972	1,093	1,447	1,735	1,452	281	41,059
Car user deaths per 100 million car kms	NA	NA	NA	NA	NA	NA	NA	NA	0.89	NA	NA	NA	NA	NA
Alcohol-related fatalities	NA	NA	NA	NA	NA	NA	NA	7555	NA	NA	NA		NA	12,988 ⁸
Alcohol-related deaths per billion vehicle kilometres	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA		NA	0.43 ⁶
Alcohol-related deaths as a percentage of the total road deaths	NA	NA	NA	90.0	15.47	NA	0.10	NA	NA	35 ⁹	NA	16	34.6	32 ⁸
Alcohol-related road accidents as a percentage of all road accidents	50.0	NA	NA	3.7	1.3	NA	8.81	9.4	NA	NA	2.3	13.4	9.7	NA

2007
2006
2005
2004
2003
2002
pre 2002

¹ Source: Road Casualties Great Britain 2007: Annual report. Data for 2006

² Asociación Civil Luchemos por la Vida

³ Source: Australian Transport Safety Bureau (2003) Road Safety Statistics – Alcohol & Road Fatalities

⁴ Includes crashes caused by drugs

⁵ All USA statistics are from the US Department of Transportation, National Highway Traffic Safety Administration (NHTSA)

⁶ Calculated on miles travelled (not Km)

⁷ The rate may change when the US Federal Highway Administration releases updated traffic volume statistics for 2007

⁸ Where at least one driver with a BAC of 0.08 and higher

⁹ Per cent of all drivers fatally injured in road crashes (where BACs greater than 0.0)

BREWING SECTOR ACTIVITY

19. Please state the position on drinking and driving.

Austria

Road safety is a matter of absolute priority for the Austrian Brewers Association. The issue of "Drinking and Driving" has to be viewed critically. The control of the existing BAC level by the police is of utmost importance, and education and information campaigns about the risks of alcohol misuse are essential.

Belgium

Everyone is familiar with the scale and the effect of the BOB-campaigns for improved road safety and prevention of "drink-driving". It is far less widely-known that the Belgian brewers provide more than half the budget of the BOB campaigns against drinking and driving. Belgian brewers have been investing for more than 10 years in effective prevention because misuse of their product is something they want to deter. In 1992, a specific association — the Arnoldus Group — was founded at the instigation of the brewers' federation, with the aim of contributing to curbing any alcohol misuse in society and promoting sensible beer consumption. In 1995, the brewing sector's concern about the consequences of alcohol misuse on the roads led to a long-term BOB partnership between the Arnoldus Group and the Belgian Road Safety Institute (IBSR). Since then, every Belgian franc of the IBSR budget for campaigns has been matched by the Belgian brewers.

Bulgaria

The Union of Brewers in Bulgaria (UBB) is the representative organization of the brewing sector in the country. At the beginning of 2005, all brewers-members of the Union adopted and signed a common Code of Responsible Commercial Communications and Ethical Standards. As a member of the European family of brewers, UBB puts into practice the attainments of the self-regulatory system of The Brewers of Europe. By endorsing this Code of Responsible Commercial Communications and Ethical Standards, they not only contribute effectively to the education of a culture of moderate beer consumption, but also express their confidence that by observing the norms of self-regulation, socially important goals can be attained, part of which is drinking and driving policy. The Code includes special rules, connected with drinking and driving:

"III. DRIVING AND MACHINE OPERATION

- *Commercial communications about beer should not directly or indirectly associate consumption with the act of driving vehicles of any kind;*
- *Commercial communications about beer should not associate consumption with the operation of potentially dangerous machinery or with the performance of potentially hazardous activities."*

Czech Republic

The five major beer producers associated with the "Initiative of Responsible Brewers" (IZP) fully support the state regulations regarding the restrictions of driving after consuming any alcohol beverage that raises the blood alcohol level. IZP has identified this problem together with underage drinking as the most serious. IZP wants to help to improve the situation by supporting information and educational campaigns and programmes.

Denmark

It is of great importance to the Danish Brewers Association to help prevent drunk driving. This is a key issue in the Danish Brewers Association's new social responsibility concept. From 1993 to 2007, this activity was coordinated for the Association by the social aspects organisation GODA in partnership with the wine and spirit industry. In 2008, the Danish Brewers Association resigned their membership to undertake these activities themselves. The concept includes campaigns and the websites: www.erduklar.com and www.klarsnak.com

Estonia

The Estonian Association of Brewers is opposed to drinking when driving.

EU

Key points from The Brewers of Europe Position:

The Brewers of Europe wishes to express its strong opposition to drinking and driving and full support for measures and initiatives targeted at the problem. The brewing sector recognises the role it can play in deterring drivers from drinking and driving and has therefore taken a leading role in developing and co-funding initiatives and awareness campaigns designed to deter people from drinking and driving. Campaigning against drinking and driving is an example of an effective, targeted harm minimisation technique, and this has been recognised through the dissemination to other countries, with support from governments, of some of the initiatives started up by the brewing sector.

It is also essential that rules are enforced and that breaches thereof are sanctioned. The Brewers of Europe therefore supports active enforcement of existing laws and fully concurs with the European Commission's view, as expressed in the Commission Recommendation on enforcement in the field of road safety⁵⁵ of 22nd October 2003, that enforcement proves more efficient if combined with information to the public.

France⁵⁶

Entreprise & Prévention, the French Social Aspects Organisation, was created in 1990 following the observation that, while most consumers had a responsible attitude to alcohol, a minority was subject to excessive consumption, causing risk for the individual and others. Membership includes the main companies in the wine, beer and spirits sector.

Its mission: fighting against alcohol misuse and for reasonable consumption based on risk control.

Four targets:

- Help to fight against excessive alcohol consumption and its social consequences;
- Promote self-discipline in the profession while using applicable legislation in a responsible manner;
- Working in partnership with public authorities and professional actors; and
- Represent a source of proposals in terms of prevention within public authorities.

Germany

The German brewers are firmly convinced that drinking and driving do not fit together. This message is part of their commercial communications as well as the voluntary self-regulation of the alcohol drinks industries. The German brewers accept their responsibility as producers of an alcohol beverage, and believe that preventive campaigns which give information on drinking and driving and its consequences, the legal regulations and — of course — the dangers of driving under the influence of alcohol are the most effective way to tackle the problem. This may lead to more awareness and in consequence, to a change of behaviour.

⁵⁵ [2004/345/EC](#).

⁵⁶ Source: Entreprise et Prévention web site.

Hungary	One of the prime goals of the Association of Hungarian Brewers is to take steps against drinking and driving.
Ireland	The MEAS Board ⁵⁷ does not condone drinking and driving and coordinates activity to deter people from drinking and driving.
Italy	In the light of current political trends with regards to alcohol-related legislation, the category association, ASSOBIRRA, has launched a “responsible consumption” programme which includes research on products and ingredients, as well as communication initiatives aimed at increasing awareness of the effects of alcohol misuse and educating the consumers as to how to drink responsibly. The association believes that the choice ultimately lies with the consumer, and that the role of the brewing sector is to inform so as to enable the consumer to make conscious choices about what, when and where to drink.
Luxembourg	The brewing sector campaigns for the responsible and moderate consumption of alcohol.
Malta	The brewing sector supports measures to reduce alcohol-related accidents. It has recently met the parliamentary secretary for social policy and asked for the introduction of random breath testing. Currently, the authorities can only stop a driver if there are clear indications that the driver is not driving properly.
Netherlands	The Dutch Brewers Association view is do not drink and drive, and it supports information campaigns. Many such campaigns in the Netherlands are carried out by STIVA, the Dutch Social Aspects Organisation, which is partially funded by brewers.
Poland	The Polish brewers have one simple rule — If you drink, never drive. Their objectives include education of young people (core target: 18-30 year-olds) to never drive after drinking alcohol and to build awareness of the simple rule: “once you drink, don't drive — use other ways to get home safely”.
Portugal	The brewing sector campaigns for the responsible and moderate drinking of alcohol.
Romania	The Brewers Association of Romania is firmly against drinking and driving.
Spain	The beer sector is aware that we must not drive any type of vehicle under the effects of alcohol. It puts in danger not just the life of the driver, but also the whole society who could be affected by the antisocial action. Cerveceros de España is strongly opposed to drinking and driving and fully supports measures and initiatives targeted at the problem. They support educational and preventive programmes as the best avenues to transmit responsible messages to drivers.
Sweden	The Swedish Brewing Sector is against drinking and driving.
Switzerland	The view of the brewing sector in Switzerland is that drinking and driving behaviour is the subject of the responsibility of the individual. The legal BAC limit is 0.05%, and this has to be accepted and enforced.

⁵⁷ MEAS (The Mature Enjoyment of Alcohol in Society Limited) is a drinks industry initiative to combat alcohol abuse and misuse.

Russia	The members of the Union of Russian Brewers are strongly opposed to drinking and driving.
Slovak Republic	The brewing sector is united against drinking and driving.
Turkey	The brewing sector supports responsible beer consumption including not driving after drinking. The position has been made clear through public statements.
UK	The UK brewing sector supports the efforts of the authorities to enforce the law regarding drivers who are over the limit and believes that the best way of tackling the problem is by using measures targeted at those who drink and drive when well over the legal limit. It supports stronger enforcement of existing laws and the introduction of random breath testing.
Argentina	Cervecería y Maltería Quilmes is conscious of its responsibility as a leader in the brewing sector of Argentina and has taken on the commitment to encourage responsible consumption of alcohol beverages as a key prerequisite to keep a healthy business in the long term. The company is active in promoting responsible alcohol consumption among people of legal drinking age, with special emphasis on discouraging the habit of drinking and driving. It also works with the underage segment in the promotion of responsible behaviors, through talks in high schools that address healthy values.
Brazil	The Brazilian brewing sector campaigns for the responsible and moderate drinking of alcohol and is against drinking and driving.
Columbia	The brewing sector in Columbia supports the policies about restrictions for drinking and driving.
Costa Rica	The brewing sector supports the 0.05% BAC limit. It strongly advocates preventive measures against drinking and driving.
Dominican Republic	ADOFACE (Asociación Dominicana de Fabricantes de Cervezas) is against drinking and driving.
Ecuador	The brewing sector in Ecuador is against drinking and driving.
El Salvador	The brewing sector in El Salvador supports the initiatives that prevent the misuse of alcohol by drivers. It focuses its action in preventive education programmes and supports the Vice-minister of Transport in its activities.
Honduras	The brewing sector in Honduras is against drinking and driving and promotes sensible and moderate alcohol consumption.
Guatemala	The brewing sector is against drinking and driving.
Mexico	The National Chamber of the Beer and Malt Sector and its members are all against drinking and driving. All the members have established public campaigns to educate consumers about alcohol consumption for example, with actions such as designated driver campaigns and responsible waiter initiatives. The National Chamber is also promoting education about responsible consumption and taking actions against selling alcohol to minors.

Peru

The brewing sector is against drinking and driving.

Venezuela

The brewing sector is against drinking and driving.

Australia

The brewing sector stands publicly against drinking and driving. This is reflected in such initiatives as the Alcohol Beverage Advertising Code and support for responsible drinking campaigns.

Canada

The Brewers Association of Canada (BAC) supports maintaining the current criminal code provision for impairment at the current level of 0.08%. A reduction of the legal limit to 0.05% would not be effective in addressing the problem of the repeat drinking driving offender. Rather BAC recommends that:

- the focus of government is on the real problem — the hard core, repeat offender;
- penalties are tiered to ensure that the hard core drinking drivers are dealt with appropriately;
- police are empowered to allow immediate licence suspension;
- the vehicles of those driving under suspension are seized at the roadside; and
- ignition interlock breath testing is used on vehicles of repeat offenders and first time offenders who have high levels of intoxication.

Their industry message on drinking and driving is clear. If you drink, don't drive.

Japan

The Japanese Brewing sector is totally supportive of the eradication of drinking and driving.

New Zealand

The brewing sector fully encourages a socially responsible attitude towards alcohol consumption and supports initiatives that encourage responsible drinking.

Republic of South Korea

The alcohol sector in Korea supports the view that drinking and driving must be eliminated.

South Africa

The brewing sector position is "Don't drink and drive". It is vehemently opposed to drinking and driving.

USA

The Beer Institute and its member brewers, importers and suppliers strongly oppose drunk driving and work diligently to help prevent it. With respect to legislative proposals to address drunk driving, the beer industry supports proposals that effectively and directly target drunk drivers and that do not impose unnecessary or unfair constraints on brewers, distributors, retailers or responsible consumers. Proposals that would lower the overall level of beer consumption, for example, would do nothing to reduce drunk driving. They would, however, reduce the many benefits that our economy, society and consumers derive from responsible drinking. On the other hand, proposals to create a programme of graduated penalties that impose stiffer penalties on repeat offenders and those who drive at very high BAC levels, proposals that effectively prevent repeat offenders from driving by use of ignition interlocks or vehicle immobilization, and proposals that provide effective treatment of those with alcohol abuse problems are all examples of approaches that can and do work to prevent drunk driving and that the beer industry supports.

20. Please list brewing Industry activity in this area, including initiatives run by individual companies. Please include details of any evaluation of these initiatives, for example in terms of audience awareness or behavioural change.

A section in the second edition of the Worldwide Brewing Alliance Global Social Responsibility Initiatives includes campaigns and initiatives designed to discourage people from drinking and driving. Examples include: videos, websites, games and competitions, press and poster advertising, designated driver programmes, taxi partnerships, and information for retailers. It also includes messages that are specifically aimed at young people and information for new drivers. Some of these initiatives are covered below but for additional detail and pictures of the campaign materials, please consult this document⁵⁸.

Austria

Verband der Brauereien Österreichs

Initiatives undertaken by the Austrian Brewers Association include:

- an educational video tape, "X-periment", about the dangers of drinking and driving for young people. Made in co-operation with ÖAMTC (Austrian Automobile Touring Club) and the Amsterdam Group;
- a "White paper" on beer;
- the internet game ZERO — a joint project of the Austrian Brewers Association and the ÖAMTC — launched in October 2001. The game shows, in an entertaining way that drinking and driving are not compatible; and
- the production of alcohol-free beer and low-alcohol beer by various brewers is a contribution to road safety.



Belgium

Belgian Brewers

In 1995, a campaign was launched jointly by The Group Arnoldus (the Social Aspects Organisation of the Belgian Brewers Association) and the Belgian Road Safety Institute to help make people aware of the dangers of drinking and driving. This campaign is called the Belgian BOB campaign and involves a character called BOB who is someone who does not drink and drive and can be relied on to drive other people home safely after they have been consuming alcohol. It has been a very successful initiative. There was a measurable reduction in fatalities during the first years the campaign was running (down 17% between 1994 and 1998) which could not be put down to other measures. The public showed good awareness of the campaign (97% in 2002) and many had been a BOB (36% in 2001) or have been driven by one (43% in 2001). In 2001, the European Commission announced that it would co-finance a Euro-BOB campaign in Belgium, France, Greece, Luxembourg, The Netherlands, Denmark, Ireland and Spain in a move to share this good practice across Europe. This co-funding has continued and, in 2003, eight countries (Belgium, France with two campaigns, Portugal, Greece, Denmark, Spain, United Kingdom, and the Netherlands) participated. In 2005, the co-financing by the European Commission was stopped. BOB campaigns continue in several countries, and more information about the latest developments in the Belgian BOB campaign can be found on their website www.bob.be/fr/index.asp.



⁵⁸ <http://www.beerandpub.com/industryArticle.aspx?articleId=32>

UBB — Bulgarian Brewers Association

In 2005, in co-operation with the Road Police Department of the Ministry of Internal Affairs, UBB prepared a statistical report on drinking and driving. The publication demonstrates brewers' concern about the danger of drinking and driving.

Kamenitza PLC (InBev PLC)

In late 2003, a campaign was promoted to inform the public about the advantages of non-alcoholic beer as a part of responsible drinking and driving policy. The leaflets, posters, stickers, etc. were spread at petrol stations, shops, parking areas, etc.

DIAGEO Bulgaria

In 2004, in coordination with the Ministry of Internal Affairs and KAT/Road Control Dept, a “don't drink and drive” campaign was launched to inform the public about the danger of drinking and driving. The message was communicated using leaflets, posters, stickers, radio and TV at petrol stations, with taxi drivers, in bars and clubs, in shops and on billboards.

**The Czech Beer and Malt Association (CBMA)
“Designated-driver — Advertising Campaign”**

In 2003, a campaign designed to change the public's complacent attitude to drinking and driving by fostering a wider social awareness of the need for moderate drinking and the dangers of driving under the influence of alcohol, etc. was started. Between 2003 and 2004, the campaign used billboards, television spots, boomerang-shaped cards and collaboration with the police. It was coordinated by the CBMA, in association with the Council of the Ministry of Transport for the Security of Road Transport. In 2005, the Ministry of Transport took the lead, and the campaign received the support of the European Commission. It is based on encouraging a “designated” driver, who will voluntarily abstain from drinking in order to provide a lift for his/her companions. The first stage, which took place within the summer festivals “Summer of Love,” “Hip Hop Kemp,” etc., created much interest to play a driving game or try an alcohol-free cocktail bar, where the designated drivers and their friends could get special discounts and benefits. It is part of the “Joint Responsible Brewers Initiative”



In 2006, the Designated Driver Project used singing pop idols as responsibility messengers in different venues in the Liberec Region of the Czech Republic. In 2007, it used the two best rock bands in the whole country. 30 concerts targeted at least 30,000 people.

Let's agree (Domluvme se)

A project was run where young people were asked, by known bands at concerts and festivals, to agree on one person who will not drink and then will drive back from the concert or other event. Advertising was associated with this campaign.

Pivovary Staropramen

In 2006, the brewery executed an activity related to non-alcoholic beer in connection with driving. In co-operation with the Road Safety Authority (government organization) the non-alcoholic beer was presented as a “safe companion” for drivers. An alcohol detector was given for every two NA beers purchased by consumers at the petrol stations.

Denmark

Bryggeriforeningen — The Danish Brewers Association

In July 2008, the Association launched the industry's new social responsibility concept "Are You Ready?" where campaigns to prevent drinking and driving have a very high priority. It includes two big campaigns targeting young people.

Campaign in Cooperation with Tuborg (Carlsberg)

A campaign against drunk driving which targets young people over 18 years at Tuborg's and the Muscular Dystrophy Association's "Green Concert". The campaign crew has been in personal contact with approximately 22,000 young people. More than 7,000 from the target group have used the campaigns alcotester, and a campaign movie has been shown 32 times to 190,000 visitors. See more on www.erduklar.com.

Night Club Campaign

In September 2008, a campaign was started in nightclubs in 50 cities all over Denmark. 500 youth workers helped publicise the message against drinking and driving at nightclubs and raise awareness among the 15,000 guests between 18 and 25 years.

In the week before the activities, banners at the nightclubs' homepages and on night portals publicised the campaign and linked to the youth homepage www.erduklar.com. The campaign was also highlighted on the parent homepage www.klarsnak.com.



EU

The Brewers of Europe

In 2005, The Brewers of Europe signed up to the European Road Safety Charter (ERSC), an initiative of the European Commission designed to reduce the number of road casualties by 2010, and whereby signatories make their own commitments. The Brewers of Europe included the following commitments as a further sign of the support of the European brewing sector for effective measures designed to tackle drinking and driving:



- a, Collation of all the material (including European) for the publication of the 2007 update of the "Worldwide Brewing Alliance Global Social Responsibility Initiatives" booklet. This contains an important chapter on initiatives against drink-driving and has so far been distributed to a wide range of European stakeholders (including MEPs) and, via The Brewers of Europe's national association members, to national stakeholders. It is an essential tool also for the sharing of best practice initiatives amongst brewers and other interested stakeholders across the world. It was also presented at an event in Geneva in 2007 open to interested representatives from the World Health Organisation and national delegations to the United Nations.
- b, European contribution to the annual "Worldwide Brewing Alliance Drink Drive Report". This is distributed to the World Health Organisation, key stakeholders at European level, and to The Brewers of Europe's Member associations for use at national level.
- c, Continue to raise the awareness of The Brewers of Europe's Membership (currently 26 national brewers' associations), and that of other national brewers' associations in Europe, to the Charter. Encouragement of those associations that are eligible to do so to sign up to the Charter, with the aim of getting them to sign up and make their own commitments.
- d, Further promote the European Road Safety Charter and other relevant DG TREN instruments (e.g. the "Euro-BOB" campaign, the CARE database) to a wide range of stakeholders, including relevant divisions of the European Institutions, non-governmental organisations and, via national association members, to national

stakeholders. This is done especially in relevant submissions, informal meetings or official European Commission stakeholder meetings in the context of any upcoming proposals for a Community strategy to reduce alcohol-related harm. Cite (for example, in the relevant submissions of The Brewers of Europe and in stakeholder meetings) the Charter as a best practice example, which could be used as a model for other charters in the context of the fight against inappropriate alcohol consumption.

In 2007, The Brewers of Europe became a member of the European Alcohol and Health Forum, the main body set up at EU-level to bring together stakeholders in the context of the EU's Strategy to support Member States in reducing alcohol-related harm. A fundamental requirement for joining the Forum was to commit to concrete actions on the ground aimed at tackling alcohol-related harm. By July 2008, The Brewers of Europe had already submitted 25 commitment forms, making it the biggest committing Forum member. One of the main chapters of the EU's strategy is focused on drinking and driving, and The Brewers of Europe is committed to filing and implementing further commitment in this area. As part of its commitment, The Brewers of Europe put together a comprehensive toolkit to assist its members with the development of effective approaches towards helping tackle drink driving.

France⁵⁹

Entreprise & Prévention

Entreprise & Prévention is a social aspects organisation supported by the French brewing companies. It launches and supports preventive actions, mainly with youngsters. It was one of the first signatories to the European Road Safety Charter. It has developed a set of actions aimed at 15-25 year olds in the context of the "Soif de Vivre" (Hungry for Life) programme and "Conducteur Désigné" (Name the Driver) operations.

"Celui qui Conduit, c'est Celui qui ne Boit Pas" ("The One who Drives is the One who Does Not Drink")

Since 1999, Entreprise & Prévention has worked with la Sécurité Routière (Road Safety department, Ministry of Transport) to promote the slogan "the person who drives doesn't drink" with the general public. This partnership has led to the launch of campaigns in locations where alcohol is consumed (discos and bars) and where this age group hangs out (schools, university campuses) as well as awareness campaigns for the general public. In parallel, a pilot designated driver programme was launched in Seine-et-Marne in order to validate this approach. The main target of reducing road deaths was successfully reached: no young person from Seine-et-Marne (15-24 year old) was killed on the roads of the Department between February and June 2003 due to alcohol. In 2003, a long-term programme was developed for application at national level.

In 2004, Entreprise & Prévention helped with the development of an electronic breathalyser and in 2006, this equipment was publicised and distributed to discotheques. In 2005, an SMS competition was launched.



⁵⁹ Source: [Entreprise et Prévention](#)

Germany

Deutscher Brauer-Bund e.V

With support from the associations of spirits, wine and sparkling wine, Deutscher Brauer-Bund supports the oldest nationwide drink-driving campaign — Don't Drink and Drive, www.ddad.de. It aims to raise the awareness about the problems of drinking and driving and over the years has included: press conferences; an internet campaign; disco visits with the "Party-Patrol" and driving-simulators. Recently Michael Schumacher, a famous formula 1 racing driver, helped raise awareness with wide media coverage. The campaign logo appears on member-company advertising posters, brochures, pins, postcards, container labels and on retail packaging. The central idea of the campaign is also upheld in the commercial communication rules and the Brewers' Code.



Hungary

The Association of Hungarian Brewers

In 2005, the Association launched the "Designated Driver" campaign (JÓFEJ — JÓzan FElelős Járművezető), which aims to reduce drinking and driving. During the initiative, those who agree to be the designated driver are given an armband by the hostesses. On leaving the party, the driver is tested with a breathalyzer, and if the result is negative he or she is given a gift and the opportunity to enter a competition. If the result is positive, the driver is given a complimentary taxi card to allow him to get home safely. Information is also gathered by asking the designated drivers to complete a questionnaire (how often do you go out to party; are you consuming alcohol; by what means are you going to party (car, bus, taxi); have you driven after consuming alcohol, if yes, how often; what is your opinion about these kind of initiatives; etc.). In 2007, new communication tools were added to improve the image of the campaign (giant posters, citylights, ads on barriers, leaflets in major junctions, leaflets in more than 200 car dealers), and social institutions (HÖÖK (National Organization of Student Boards)), Ministry of Social Affairs and Labour and media became partners in the activity.



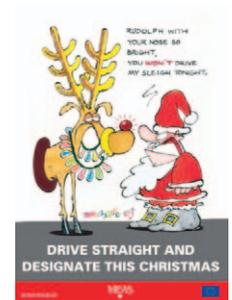
Ireland

Mature Enjoyment of Alcohol in Society Ltd (MEAS)

MEAS is a social aspects organisation supported by brewers in Ireland.

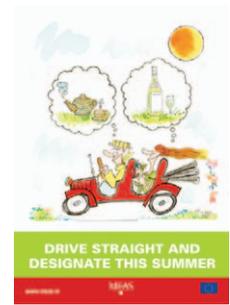
"Drive Straight and Designate"

In 2003, MEAS launched the first phase of its high profile national awareness initiative to promote the use of designated drivers on Irish roads at Christmas and during other holiday periods. The campaign calls on the public, when going out for a drink, to designate a member of their group to refrain from drinking alcohol during the evening so that he/she can drive the group home safely. Significant cross-party political support, including An Taoiseach, Mr. Bertie Ahern, as well as other main party leaders, was secured initially for the campaign. An Garda Síochána, the National Roads Authority, the Automobile Association, the soft drinks distributors the national media and the wider drinks industry have all provided valuable support to the initiative. Subsequent phases of the campaign were undertaken in the lead up to St. Patrick's Day 2004 and 2005, and Christmas 2004. Since Christmas 2004, Coca-Cola Bottlers Ireland (CCBI), with support from MEAS, have operated a Designated-Driver Campaign, entitling designated drivers to three free drinks from participating premises — a list of which was available from a dedicated website.



To date, MEAS has commissioned two pieces of research to evaluate its 'Drive Straight and Designate' campaign. A qualitative benchmark study in January 2004 was followed up by a similar piece of research in January, 2005 (n = 1,121 and 1,211 respectively).

The benchmark study and the subsequent follow-up study indicate that the campaign may be having some impact on the public conscience. This impact can be measured from both the public awareness of campaign initiatives being undertaken to promote the concept and the public's use of designated drivers as a means to get home safely after a night out.



From a public awareness perspective, there was an increase from 51.9% in 2004 to 57.9% in 2005 in the number of respondents who believe that they have heard or seen advertisements encouraging use of a designated driver. From a behavioural point of view, there was an increase in the number of respondents who reported using a designated driver as a means to get home, 27% in 2005 compared to 24% in 2004.

In November 2007, MEAS launched, together with the Irish Road Safety Authority, a 'Morning After' mass media campaign to remind motorists that they may not be safe to drive the morning after a night's socialising. The campaign was launched again in 2008, and runs from November to early January 2009.

Italy

Associazione Degli Industriali Della Birra E Del Malto (Assobirra)

"If You Drink, Don't Drive"

In 2001, Assobirra produced a video targeted at young people in high schools and driving schools. Co-financed by the EU Commission and in cooperation with ADAC, ACI (Automobil Club Italia) and the National Wine Producers Association.

European Project "Designated Driver"

In 2005, a campaign was started which aimed at spreading the practice of choosing a "non-drinker driver" who drives his/her friends home.

Diageo Italy

"My Name is Guido, and Tonight I'm not Drinking"

In 2006, a designated-driver campaign was launched to encourage young adults to designate an abstemious driver, nicknamed "Guido" ("I drive" in Italian), to become the "hero of the evening" by protecting the safety of his friends.

Heineken Italia

"Heineken Jammin' Festival"

In 2005 and 2006, this campaign provided free drinking water to prevent dehydration at a festival organized by the brewery. Visitors were encouraged to use public transport and not to drink and drive.

"Pensaci", ("Think")

In 2004, the company launched a television commercial with a clear don't drink and drive message — "If you drink and drive you could be a danger to others too. Think about it".

In 2006, the advertising campaign was extended through free postcards.

SABMiller Subsidiary — Birra Peroni S.p.A

“Don't Drink And Drive”

In 2006, the company distributed a leaflet together with free drinking water at big events, and provision of a free cab service. In addition, staff were given training on responsible consumption.



“Responsible Consumption Advertisements”

Between 1999 and 2005, the company printed advertisements, with Valentino Rossi giving the message: “Don't Drink and Drive”.



Osservatorio Permanente sui Giovani e l'Alcool

The Osservatorio Permanente sui Giovani e l'Alcool (The Permanent Observatory on Youth and Alcohol) was founded for the purpose of scientifically studying alcohol consumption and its related problems amongst Italy's youths by a number of organisations including Assobirra.

“The Problem of Drinking and Driving”

In 2004, the Osservatorio published the results of a comparative study carried out in six European countries (Italy, France, Germany, Spain, Greece and the UK).

Lithuania

Lithuanian brewers association

“Brewers Against Excess Consumption”

In 2007, the association launched a month-long social action campaign targeting drinking and driving with four parts: 1. Billboards with social advertising by the roadside; 2. One million coasters distributed to all “beer on tap” outlets; 3. Advertisements in the newspapers; and 4. The Web site www.darbasgirtiams.lt (job for drinkers). This action was partnered by the Ministry of Communication, the Ministry of Transport and the European Road Safety Charter.



Malta

The Sense Group

The Sense Group is the Maltese social aspects association which is part funded by brewers. It aims to promote moderate, sensible and responsible drinking. It has taken various initiatives to raise awareness about the hazards of drinking and driving. These have included:

- Since 1998, campaigns highlighting the message not to drink and drive, particularly during the Christmas season have appeared in a variety of media.
- Since 2003, a campaign promoting the designated driver concept with the slogan: “Who will be the Leader Tonight?”
- Since 2005, campaigns to raise awareness about the BAC limits and how they translate into units of alcohol.

Netherlands

CBK — Dutch Brewers' Association

The Dutch Brewers play an active role in the BOB-style designated driver campaign. Each year (since 2001), they fund initiatives taken by the Dutch road safety organisation (3VO) in this campaign. In 2005 they distributed 5 million coasters to café's.

STIVA

Many drink-drive campaigns in the Netherlands are carried out by STIVA, the Dutch Social Aspects Organisation, which is part funded by brewers. STIVA is a partner in BOB, and it participates in the Platform Alcohol and Traffic (PAV), an advisory committee for the Ministry of Traffic. It also collaborated with the *Amsterdam Group* to produce an anti-drink/drive video, "The Test," which was subsidised by the EU.

This initiative (which also covered Austria, Germany and Ireland) was undertaken in co-operation with ANWB, the *Royal Dutch Automobile Club*.



The evaluation of the BOB campaign can be found in a report of the AVV Transport Research Centre or in reports of the Dutch Rijksvoorlichtingsdienst. The importance of the BOB campaign was referred to in a Ministry of Transport press release in June 2005 in connection with the decline in drink/drive offenders.

Heineken NV

"Neem je verantwoordelijkheid" ("Take your responsibility").

In 2003, the company started to place a full-page advertisement in the main Dutch newspapers, asking people not to drink and drive. It is issued three times a year (carnival, exams and end of year). The message is also conveyed on the back of the Heineken trucks.

Poland

The Union of Brewing Industry Employers in Poland — Polish Brewers "Drinking — Not Driving"! Campaign

In 2006, an educational programme was launched under the auspices of the European Road Safety Charter and supported by the Ministry of Transport and National Police. The core goal of the campaign was to educate young people in a comprehensible way that driving should not take place under the influence of alcohol. The campaign was launched to promote the fundamental principle: if you've had a drink — don't sit behind the driving wheel, use alternative means of transport to get home. Despite the local profile of the campaign, the initiative was also publicised by the national media.

Educational activities were supported by promotion in local media (press and radio). The results of the pilot scheme proved the mechanism to be a very efficient educational tool, especially with young adults. 30,788 people took part in the Programme:

Evaluation of the programme showed:

- 73% respondents recognised that the objective of the action was to convince people who were drinking alcohol that they should never drive;
- 64% respondents easily defined the role of the "DRiver" (designated driver);
- 59% respondents stated that the action was effective in terms of building awareness that drinking and driving should never come together.

In 2007, the programme was extended to other cities of Poland.



Romania

Brewers of Romania **"Don't drink and drive"**

In 2007, the Association launched a social campaign which focuses on educating young drivers not to drink before they drive. They are aware that similar organizations make every effort to discourage drinking and driving and are keen to reinforce this activity.

Spain

Cerveceros de España **"La Carretera te pide SIN"**

Since 2000, the Spanish Brewers have been funding and supporting, in partnership with the DG Traffic and many different stakeholders, this road safety campaign with the slogan "The road demands you alcohol-free." In 2004, the Campaign received an award by the European Commission; and it is part of the European Road Safety Charter. In summer 2006, Cerveceros de España edited a campaign spot that had 28 million impacts.



In 2007, an Opinion Poll study was conducted by Ángela Conchillo Jiménez and José M^a Arredondo Rodríguez at the Faculty of Psychology — University of Complutense — "*Consumption of drinks and driving: beer without alcohol and evolution of the consumption patterns of the drivers*". The findings showed that:

- Drivers are changing their consumption patterns: now 48% of the drivers consume less alcohol beverages than five years ago;
- Beer without alcohol has turned into an alternative when driving. According to the study, 21% of the drivers affirm that they drink more beer without alcohol than 5 years ago; and
- Awareness campaigns among drivers are influencing the change of consumption patterns by penetrating in the conscience of people the message of the incompatibility of drinking and driving.

Slovak Republic

Major brewing companies such as SAB Miller Subsidiary Topvar Breweries and Heineken Slovakia undertake projects against drinking and driving.

SAB Miller Subsidiary Topvar Breweries

In July 2007, the brewery organised a campaign which consisted of TV spots, outdoor billboards and internet banners. The whole campaign was organised in cooperation with the Ministry of Transport, posts and telecommunication of the Slovak Republic. There was quite a lot of media coverage together with lots of blog discussion. Public awareness was raised significantly.

Switzerland

Swiss Breweries' Federation

The Swiss Brewery Association has distributed information about the effect of alcohol on driving cooperation with the Swiss Gastronomy Association and the Federal Office of Health.

Sweden

Sveriges Bryggerier AB

One initiative includes voluntary labelling on beer cans and bottles that says "Going to drive? Don't Drink!"

UK

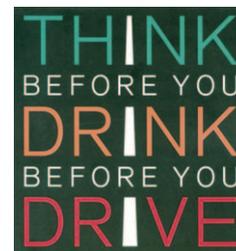
The British Beer & Pub Association (BBPA)

BBPA has a 45-year record of drinking and driving campaigns in pubs, clubs and off-licences. Activity before 1999 was mainly focused on fairly short-term campaigns aimed at getting the message to consumers at point of sale with beer mats, posters, etc. for a specific period, such as Christmas or the holiday season.

As part of a longer term initiative between 1999 and 2002, BBPA produced three good practice guides for pub owners and licensees and held regular meetings for co-ordinators within member companies.

The BBPA also funded a research project into repeat drink drivers (the hard core) which built on an earlier pilot study. The work was carried out with the help and approval of the Department of Transport. The results confirmed the presence of a number of "hot buttons" which may influence this difficult group. This information can be used to target campaigns specifically at this group.

In 2000/2001, the BBPA ran a competition for young people. They were asked to design a new and effective message to deter 16- to 25-year-olds from drinking and driving. Since then, the BBPA has put its weight behind the UK Social Aspects Organisation, the Portman Group, designated driver campaigns ("I'll be Des") and continues to support Government campaigns each summer and winter. Members are actively encouraged to take part.



Argentina

Cervecería y Maltería Quilmes **The Quilmes Code**

As a leading brewer, distributor and seller, Cervecería y Maltería Quilmes is conscious of the need to promote responsible alcohol consumption. To that end, it has created the Quilmes Code, which strictly regulates the general principles, standard communication guidelines and the conduct of marketing actions, while providing procedures for using the various communication and promotion tools of its beer brands: institutional communication; advertising; sponsorship activities; events; and promotions for consumers and for the sales and merchandising chain.

Likewise, the company endeavours to direct all its messages and campaigns at those who are of legal drinking age, reinforcing responsible consumption of alcohol products.

Principles of the Quilmes Code

The Company encourages adherence to responsible communication policies by all persons — including employees, suppliers, distributors, retailers and institutions — involved in the marketing and promotion of its beer brands, consistent with its strong commitment to ensure compliance with alcohol sale and consumption legislation.

Some of the principles endorsed by the Quilmes Code are:

- do not show situations portraying excessive or irresponsible consumption of beer;
- do not advertise in programmes whose main target audience are people under 18;
- use advertising models who not only look like but also are older than 23; and
- do not use any symbols, images or language that are mainly appealing to children or teenagers.

Responsible Consumption and Sales Campaign

Cervecería y Maltería Quilmes' responsible consumption and sale campaign includes outdoor ads, TV and radio commercials, as well as responsible sponsorship initiatives. The purpose of all such campaigns is to raise consumer awareness of the importance of adopting an attitude of responsible consumption, and the incompatibility of drinking and driving.

"Take yourself seriously. Drink responsibly"

This campaign, running continuously since 2004, includes outdoor ads in the main access points to Buenos Aires City, roads and tourist centers, as well as static ads in stadiums during soccer matches played by the national team, major-league championships of the Argentine Soccer Association (AFA), and polo championships in the Argentine Polo Field.



With the slogan *"If you have drunk, don't drive"*, the campaign is complemented by the "Taxi" commercial featured on TV and radio.

Responsible Sponsorship

Cervecería y Maltería Quilmes has a presence, with responsible consumption booths, at most events sponsored by the Company's brands, offering educational materials dealing with the risks of alcohol misuse.

Raising Awareness at the Point-of-Sale

To leverage the message of responsible consumption, 100,000 coasters with the motto *"If you have drunk, don't drive"* were distributed in bars and discos throughout the country.

Donation of Alcohol Testers

Through the donation of alcohol testers, Cervecería y Maltería Quilmes cooperates with the authorities in the prevention of traffic accidents and in raising drivers' awareness of the risks of drinking and driving.

As an example, in early 2006, the Company donated 30 alcohol testers to the Addiction Treatment Agency (SADA) of Buenos Aires Province. It also donated 1 alcohol tester to Pinamar Government in January 2007, 10 to de Government of Buenos Aires City in may 2007, and 1 to San Carlos de Bariloche Government in June 2007.

Brazil

The Brazilian brewing industry has been active in communicating messages on specific responsible use issues, such as drinking and driving. The campaigns include television and magazine messages, outdoor advertising, posters in retail outlets, and a variety of support materials, such as stickers and brochures. The industry has also collaborated with Road Safety Authorities by donating more than 14,000 breath alcohol testers.

Ambev

"If You Drink, Don't Drive"

Messages are communicated by the company's brands — Brahma, Skol and Antarctica. The company supports governmental initiatives to develop programmes to prevent traffic accidents resulting from drinking and driving and also donates breathalyzers. By 2006, more than 20,000 breathalyzers had been distributed to the Brazilian states of São Paulo, Rio de Janeiro, Distrito Federal and Rio Grande do Sul. During regional events, such as Barretos, Carnabelô and Boteco Bohemia, (a traditional bar-food contest), responsible consumption messages are promoted through a variety of methods. As well as balancing tests to engage merrymakers and identify those who should not drive, the company promotes partnerships with taxi cooperatives.

Chile

Compañía Cervecerías Unidas S.A. (CCU)

In 2005, a campaign was launched in which a promotional team travelled around delivering information on how to enjoy summer responsibly, including not drinking and driving. It was developed with the authorities of major cities. Up to 2006, this campaign had reached 200,000 persons who received the manuals with information, statistics, etc..

“Education Campaign”

In 2005, a campaign was started to promote good driving practice with messages on signboards, such as: “If you drink, don't drive”. It was developed in conjunction with the Police Department and appears on 45 signboards on main routes around the country.

“National Holiday and New Year's Eve”

Since 1999, advice has been provided for drivers, cyclists and the general community, encouraging them to celebrate in a responsible way at national holidays. The initiative was developed in conjunction with Police officers of the Department of Security on Driving and Education. The brochure includes traffic accident statistics and their consequences, as well as concrete examples of responsible alcohol consumption. This booklet is distributed by Carabineros at tollbooths and highway rest stops, as well as being handed out personally by police officers during preventive campaigns, for example at large public celebrations. In 2005, CCU also incorporated this initiative during the Christmas season when alcohol consumption is known to be high. By 2006, this campaign had reached 1,100,000 persons who have received the manuals with information, statistics etc..

“If You Drink, Hand Over Your Car Keys”

Since 2005, the company has used the slogan of an educational television campaign that calls for drivers to be responsible. The initiative aims to inform drivers, encourage responsible driving habits, and emphasize the legislation on the incompatibility of drinking alcohol and driving.

Columbia

The Brewers of Columbia

A communication and marketing committee evaluates advertisements with particular regard to not drinking and driving. The publicity includes true stories about the risks of excess alcohol consumption.

Costa Rica

The brewing sector is the clear national leader in prevention efforts. It introduced a Designated Driver programme in 2001. The campaign has been endorsed and supported by the Ministry of Transportation and the State-owned National Insurance Company. Research has shown a significant reduction in the drinking and driving habits of consumers and drivers. Statistics show that 50.4% of the population recognizes the Designated Driver programme's great impact in raising their level of awareness on the subject; 61.9% of the general public also identify the programme as a source of positive change in their habits. The numbers show that the Designated Driver campaigns are well-identified and remembered.

**Argentina,
Dominican
Republic
and
Ecuador**

AmBev

Since 2001, the AmBev Responsible Consumption Programme, pioneered in Brazil, and Peru, has sought to promote the responsible consumption of AmBev products focusing on underage drinking and drinking and driving programmes. As part of this programme, in 2006, AmBev launched a boomerang logo on its website and on packaging to communicate its concern for responsible consumption in a more integrated way both to its internal and external stakeholders. Also, AmBev supports governmental initiatives to develop programmes to prevent traffic accidents resulting from drinking and driving. The Company donates breathalyzers. As of 2007, AmBev had distributed more than 30,000 breathalyzers to the Brazilian state and federal governments.

El Salvador

Talking about Alcohol

This initiative is an education programme for young people that is implemented in the schools. It has enjoyed ample acceptance on the part of teachers, students and parents. It has a special chapter on drinking and driving.

The industry also supports the Vice-ministry of Transport in its campaign to detect drunk drivers on highways and streets by the donation of high technology equipment. This programme of the Vice-ministry has had an important impact in the reduction of drinking and driving accidents and is widely known by the population.

Guatemala

Cervecería Centroamericana and AmBev

In December 2007, both companies in Guatemala launched educational consumer campaigns that promote responsible drinking in order to prevent car accidents due to alcohol consumption.

Honduras

The industry has run several campaigns. Examples include:

1, Designated Driver for Easter 2003 in coalition with National Police.

Results:

- A 32% reduction in Traffic Accidents from the year before.
- A 34% reduction of alcohol-related police detentions from the year before.

2, Stop Drinking and Driving Campaign for Christmas 2002 in coalition with National Police.

Results:

- A 28% reduction in Traffic Accidents from the year before.

Mexico

The National Chamber of the Beer and Malt Industry

“No alcohol to minors”

The main objective for this campaign is to avoid the sale of alcohol beverages to minors; the specific objectives are to protect the health of minors, to encourage the fulfilment of the law between retailers, minors and public in general and to promote a culture of legality.

“How to talk to your children about alcohol”

The objectives for this campaign are to protect the health of minors; to provide parents with objective information regarding the proper use and the risks of the abuse of alcohol; to encourage an assertive familiar communication regarding alcohol consumption; to promote the cooperation between society, private initiative and government towards responsibility in alcohol consumption.

Cervecería Cuauhtemoc Moctezuma

“Designated Driver”

The objective of this effort is to contribute to the reduction of car accidents caused by drinking and driving and create awareness, mainly among young people, of the importance of being or establishing a designated driver.

“Responsible waiter”

There are two main objectives for this campaign, the first is to create awareness of the importance of, as well as to promote, the responsibility and quality in the service among waiters and bartenders; the second is to inform about the effects of alcohol in the body.

“Editorial Task”

To guide and educate young people, parents and authorities through publications to prevent the misuse of alcohol drinks and to promote good communication between parents and their children.

“VIRE”

A programme which trains promoters to teach others about the importance of responsible consumption.

Grupo Modelo

“Programme of Responsible Consumption”

The objective of this campaign is to spread the necessary messages about the appropriate and unsuitable habits of alcohol consumption so adults who choose to drink alcohol will do so in a responsible way, and our young will become responsible adults, in terms of alcohol consumption, by carefully making conscious decisions when considering the consequences that irresponsible consumption can have in their lives and in others. The programme has directed its efforts to high school and university students, parents, teachers and state authorities, providing them with necessary information in order to make responsible decisions regarding alcohol consumption.

Peru

AmBev Perú

Since its arrival to Perú in 2003, AmBev Perú has implemented all of its corporate and brand actions that reinforce the responsible consumption message which stands for preventing drinking and driving and underage alcohol sales. These messages were communicated by point-of-sale and external materials. For example, at concerts and parties, AmBev Peru distributes t-shirts with the logo and slogan of Responsible Consumption Campaign.

Venezuela

AmBev Venezuela

Since 2006, the AmBev Venezuela Responsible Consumption Campaign has sought to promote the responsible consumption of AmBev products focusing on avoidance of underage drinking and drinking and driving programmes. Since August 2006, they included special recommendations in all advertising and began the campaign with billboards: “Taxi” (If you have drunk, call an expert) and “ID” (Beer only for a legal age. We ask for ID). The campaign also encourages internal and external stakeholders (employees and clients) to drive the campaign, with special trainings, posters and point of sale promotions.

Australia

The Brewers Association of Australia and New Zealand Inc.

The stance against drinking and driving of the members of the Association is upheld in the Alcohol Beverage Advertising Code (an industry-funded co-regulation scheme) that promotes responsible alcohol consumption and prohibits advertising that links alcohol consumption, in any way, with driving. Similarly, targeted education campaigns, such as Rethinking Drinking — an education and information tool for high school students and parents — are undertaken by the Brewing Association of Australia and New Zealand on behalf of members.



Canada

The Brewers Association of Canada (BAC)

The Canadian brewing industry has been active for decades in communicating messages on specific responsible consumption issues, such as drinking and driving. The campaigns include television and radio messages, outdoor advertising, print advertising, posters in retail outlets, and a variety of support materials, such as brochures, buttons, refrigerator magnets — anything to raise awareness of the issue. Other activities include funding support for research on traffic safety by the Traffic Injury Research Foundation; and support for the continuing campaigns by the Canada Safety Council to discourage drink driving. In 2006, public service announcements (PSA) were launched on radio and on television warning against drinking and driving. In addition to existing PSAs, the BAC introduced a new initiative in 2007, with the sponsorship of this year's Members of Parliament's holiday television messages. Typically, most Members included wishes of a happy holiday season to their constituents and a strong message about responsible drinking. The message aired on community cable networks across the country over the Holiday period. Many MPs have also put these videos on their websites.

Japan

The Brewers Association of Japan

The industry has distributed “Don't drink when driving” posters to restaurants/bars and inserted the same message in product advertisements on TV. Market research has shown that this has had a measurable effect on positive public perception. The brewers actively discourage drinking and driving of their staff and visitors to their breweries.



New Zealand

The Brewers Association of Australia and New Zealand Inc.

'Drink Responsibly' (www.drinkresponsibly.co.nz) is an initiative of the (now defunct) Beer, Wines and Spirits Council (BWSC) that aims to prevent drinking and driving and the responsible consumption of alcohol. While the BWSC is no longer in operation, the website remains active and its message is supported by industry.

Republic of South Korea

The Korea Alcohol & Liquor Industry Association (KALIA)

The member companies of KALIA have promoted many stop drink driving campaigns, for example, the Hite Brewery: Drink driving prevention campaign (2005).

KALIA has also conducted many public relations activities such as advertisements, posters, booklets, etc. with KARF (The Korea Alcohol Research Foundation). KARF was established by the alcohol industry in 2000 and has been conducting responsible drinking campaigns and treatment/rehabilitation of problem drinkers as well as stop drink driving campaign.

For example, a “Stop drink driving campaign” which uses a booklet, posters and advertisements was started in 2002 and is ongoing.

South Africa

Diageo South Africa

“Dry Roads

In 2006, a radio campaign was launched which aimed at preventing drink driving during the festive season.

“No. 1 Taxi Driver”

In 2003, a campaign was started to raise awareness of the key qualities in being a No. 1 Taxi Driver. In 2006, this initiative culminated with a televised awards ceremony celebrating the various No. 1 Taxi Drivers across South Africa.

“Road Safety for Drivers and Pedestrians”

Since 2003, a visible transport and safety campaign with the slogan “Be safe - be seen” for pedestrians and drivers has been shown along the Moloto Road area in the Mpumalanga Province. It aims to teach pedestrians and drivers to be responsible, to celebrate wisely, and to respect their lives and the lives of the community around them.

SABMiller subsidiary — SAB Ltd

“Drink Responsibly, Drive Responsibly, Live Responsibly”

This campaign was launched in 2004 in support of World Health Day. The campaign utilised print, pamphlet, radio, and outdoor billboards.

Industry Association for Responsible Alcohol Use (ARA)

The Industry Association for Responsible Alcohol Use, formerly the Social Aspects of Alcohol Committee (SAAC), was established by the major producers of alcohol beverages in South Africa, to coordinate and direct activities which counter and reduce the misuse of their products

“Partnership with Arrive Alive”

Since 2005, drink/drive campaigns prepared with the support and endorsement of the South African Department of Transport have been run in order to reduce road accidents resulting from alcohol misuse. SABMiller subsidiary — SAB Ltd are also associated with this campaign.



USA

The Beer Institute and its members deplore drunk driving and have invested significant resources to help prevent it. Brewers, importers and suppliers have invested millions of dollars on well-known advertising campaigns that promote responsible drinking and seek to prevent drunk driving. Dozens of industry-sponsored programmes are aimed at reducing drunk driving and other forms of alcohol abuse and promote the use of designated-driver and cab-ride programmes. Our actions, along with those of federal, state, and local governments and many other public and private organizations, have helped bring about significant reductions in drunk driving. But the effort to fight drunk driving must continue. For more information, please see WBA Global Social Responsibility Initiatives — Second Edition 2007. Please also see the May 2008 publication, Commitment to Responsibility that can be accessed here:

<http://www.beerinstitute.org/BeerInstitute/files/cclibraryFiles/Filename/000000000757/Commitment%202008%20FINAL.pdf>

ANNEX 1:

Table 1. BAC Level by State or Capital in Mexico*

State / Capital	BAC level	State / Capital	BAC level
Aguascalientes	0.40mg/l of expired alcohol or 0.08 g of alcohol in blood	Morelos	0.8 g/l of alcohol in blood or equivalent
Baja California Mexicali	Determined through a psycho-physiological exam	Nayarit	Determined through a psycho-physiological exam
Baja California Sur La Paz	0.050 milligrams per decilitre of alcohol in blood	Nuevo León / Monterrey	Not able to drive: 0.8 g/l of alcohol in blood or equivalent. Drunk: 1.5g/l or more.
Campeche	0.089 ml/l of expired alcohol	Oaxaca	0.8 g/l of alcohol in blood or equivalent
Chiapas	Over 0.1g/l of alcohol	Puebla	Determined through breathalyzer or a psycho-physiological exam
Chihuahua	Alcohol Breath: .001- .089%BAC; 1st degree: .090 - .139 % BAC; 2nd degree: .140 - .229 % 3rd degree: .230 % BAC onwards	Querétaro	Determined through breathalyzer or a psycho-physiological exam
Coahuila	Determined through breathalyzer or a psycho-physiological exam	Quintana Roo	Determined through breathalyzer or a psycho-physiological exam
Colima	1.0 g/l of blood, or its equivalent. It may be inferior if in the exam the level is determined as not suitable to drive	San Luis Potosí	Determined through breathalyzer or a psycho-physiological exam
Distrito Federal and metropolitan area	0.40mg/l of expired alcohol or 0.8 g of alcohol in blood	Sinaloa	Determined through breathalyzer or a psycho-physiological exam
Durango	Determined through breathalyzer or a psycho-physiological exam	Sonora	0.8 g/l of alcohol in blood or equivalent
Estado de México	Determined through breathalyzer or a psycho-physiological exam	Tabasco	1st degree: 0.10-0.15% BAC; 2nd degree: 0.151-0.200%, 3rd degree: 0.201% onwards
Guanajuato	Determined through breathalyzer or a psycho-physiological exam	Tamaulipas	0.40mg/l of alcohol exhaled , 0.8 g/L of alcohol in blood, or evidence in behaviour
Guerrero	Determined through breathalyzer or a psycho-physiological exam	Tlaxcala	Determined through breathalyzer or a psycho-physiological exam
Hidalgo	0.40mg/l of expired alcohol or 0.8 g of alcohol in blood	Veracruz	Determined through breathalyzer or a psycho-physiological exam
Jalisco	0.6g/l of alcohol in blood or equivalent	Yucatán	Determined through breathalyzer or a psycho-physiological exam
Michoacán	0.40mg/l of alcohol exhaled or 0.8 g of alcohol in blood	Zacatecas	Determined through breathalyzer or a psycho-physiological exam

* Data obtained from the State or Municipal Transit Laws or Regulations

ANNEX 1:
Table 2. Drink Driving Penalty by State or Capital*

State / Municipality	Penalty
Aguascalientes	Fine of 45 days of m.w.**, arrest of 36 hours
Baja California Mexicali	Fine of 40 days of m.w. and assist to 10 or more sessions of AA.
Baja California Sur La Paz	Fine of 75 days of m.w. or if in company of a minor 100 days. A 5th relapse merits licence suspension.
Campeche	Fine of 48 days of m.w., 36 hour arrest
Chiapas / Tuxtla Gutierrez	Fine of 10 days of m.w. Relapse licence suspension and third time licence would be cancelled. In any case judge sentence
Chihuahua	36-hour arrest plus established fine. A relapse merits licence suspension. 1st degree 20 days of m.w., 2nd 28 days and 3rd 35.
Coahuila / Saltillo	6 days of m.w. if alcohol breath is diagnosed or 7 days if the person is considered drunk
Colima	Determined by the Civic judge or at the Public Ministry
Distrito Federal and metropolitan area	20-36 hours arrest. A relapse merits licence suspension for 3 years
Durango	1st degree 15 days of m.w., 2nd 18 days and 3rd 20. Licence suspension if another infraction was committed.
Estado de México	5 days of m.w. The final penalty determined at the Public Ministry
Guanajuato	Fine or a 36 hour arrest
Guerrero	Fine of 10-45 days of m.w. plus 1-month licence suspension for every relapse.
Hidalgo / Pachuca	Fine of 5-10 days of m.w.
Jalisco	Fine of 30 days of m.w. In case of relapse in 60 days, there is a 36-hour arrest. Relapse in 30 days merits licence suspension
Michoacán	Determined by the Civic judge or at the Public Ministry

State / Municipality	Penalty
Morelos	1st offence, 12 hours arrest and 6 months licence suspension; Relapse, 24 hours arrest and 1 year licence suspension; 3rd offence, licence cancellation and 36 hours arrest.
Nayarit	Fine of 50 to 100 days of m.w. A relapse in 3 months will merit a 6 month licence suspension.
Nuevo León / Monterrey	Fine of 50-200 days of m.w. Relapse licence suspension plus a fine of up to 600 days
Oaxaca	1st offence, 10 days; 2nd offence 20 days; 3rd offence 30 days plus licence suspension
Puebla	Determined by the Civic judge or at the Public Ministry
Querétaro	Determined by the Civic judge or at the Public Ministry
Quintana Roo	12- to 36-hour arrest plus fine. Relapse in a year merits licence suspension
San Luis Potosí / SLP	Alcohol breath 12 days of m.w., drunk 30 days.
Sinaloa	Determined by the Civic judge or at the Public Ministry
Sonora	Up to 36-hour arrest. Relapse merits licence suspension. Each Municipality defines the terms.
Tabasco	Fine of 80-130 days of m.w. or an arrest of up to 36 hours. It will also merit a 3-month licence suspension.
Tamaulipas	Fine of 10 days of m.w. and/or an arrest of up to 36 hours. It may also merit a 6-month licence suspension
Tlaxcala	Determined by the Civic judge or at the Public Ministry
Veracruz	1st degree, 20 days; 2nd 30 days; and 3rd 40 days of .mw. plus licence suspension of up to 6 months.
Yucatán	Determined by the Civic judge or at the Public Ministry
Zacatecas	Fine plus a 6-month licence suspension. If relapse licence may be cancelled.

* Data obtained from the State or Municipal Transit Laws or Regulations

** m.w. minimum wage. Minimum wage 2009 varies by region / state: between \$54.80 pesos and \$51.95 pesos.

ANNEX 2:

Penalties for Impaired Driving Offences Canada (Criminal Blood Alcohol Level)

- *For a first offence:* a minimum fine of \$1,000; a minimum one-year driving prohibition; in some provinces (Quebec, Manitoba and Alberta), you can drive after three months if you install an alcohol ignition-interlock device.
- *For a second offence:* a minimum jail sentence of 30 days; a minimum driving prohibition of two years; in Ontario, a three-year licence suspension if the prior conviction was registered within the last 10 years (the suspension starts upon conviction); in some provinces (Que., Man. and Alta.), you can drive after six months if you install an alcohol ignition-interlock device.
- *For a third offence:* a minimum jail sentence of 120 days; a driving prohibition of at least three years; in Ontario, a life-time suspension if the prior convictions were registered after September 30, 1993, and all convictions occur within 10 years of each other; after completion of assessment and a remedial programme, a life-time suspension may be reduced to 10 years from the date of conviction; in some provinces (Que., Man. and Alta.), you can drive after 12 months if you install an alcohol ignition-interlock device.
- *Four or more convictions:* If you are convicted of a fourth or subsequent offence your licence will be permanently suspended in Ontario with no possibility of reinstatement; in some provinces (Que., Man. and Alta.), you can drive after 12 months if you install an alcohol ignition-interlock device.
- *Other driving offences and out-of-province convictions:* In Ontario, convictions (or discharges) registered after September 30, 1993, for dangerous driving, flee police and fail to remain at the scene of an accident are also taken into account in determining the number of previous convictions. Convictions from other provinces are also considered. Convictions or discharges for dangerous driving, flee police and fail to remain will result in licence suspension in Ontario in the same way as a conviction for a drinking and driving offence.
- *Multiple convictions:* in Ontario, if you are convicted of two or more driving offences relating to the same incident, such as Impaired Driving and Refuse Breath Sample, your licence will be suspended as if there had been a single conviction. Thus, if you have no prior convictions, you will lose your licence for one year only. However, if the offences arise out of separate incidents your licence will be suspended for one year for the first conviction and three for the second. The suspensions run from the conviction date and are not consecutive.
- *Twice the legal limit:* The courts may impose a harsher penalty on drivers who register a blood alcohol level in excess of 0.16%, that is, over twice the legal limit.

ANNEX 3: Penalties Europe

Austria

BAC	0.05 to 0.079%	0.08 to 0.119%	0.12 - 0.159%	>0.16% or when specimen refused
First Offence				
Endorsement				
Fine	€218 - €3,623	€581 - €3,623	€872 - €4,360	€1,163 - €5,814
Suspension	None for first offence.	4 weeks	3 months minimum	4 months minimum
Imprisonment	None			
Other	Rehabilitation can be offered	Criminal record	Obligatory Training Course	Obligatory Training Course
		Insurance penalty	Criminal record	Additional traffic psychology examination
			Insurance penalty	Obligatory Medical Examination
				Criminal record Insurance penalty
Second Offence within 12 months				
		or accident	or accident	or accident
Endorsement				
Fine	€218 - €3,623			
Suspension	3 weeks minimum	3 months minimum	more than 3 months	considerably longer
Imprisonment	None			
Other				
Third Offence within 12 months				
Endorsement				
Fine	€218 - €3,623			
Suspension	4 weeks MINIMUM			
Imprisonment	None			
Other	Criminal record Insurance penalty			

There are also special regulations for BACs between 0.11 and 0.49 for defined groups of drivers

Belgium⁵⁹

BAC	>= 0.05 < 0.08%	>= 0.08 < 0.12%	>= 0.12 < 0.15%	>=0.15%
Endorsement				
Fine	€137.50	€400	€550	-
Temporary, immediate prohibition to drive	3 hours minimum	6 hours minimum		
Immediate licence withdrawal	No	Yes if behaviour on the road considered dangerous (15 days to 6.5 months)	Yes if behaviour on the road considered dangerous (15 days to 6.5 months)	Yes (15 days to 6.5 months)
Imprisonment*				
Forfeit of right to drive (pronounced by judge)	Optional. Recovery of rights can be conditional on passing tests. Obligatory forfeit of 8 days to 5 years if category B driver for less than 2 years, plus tests to recover rights.		Optional. Recovery of rights can be conditional on passing tests. Obligatory forfeit of 8 days to 5 years if category B driver for less than 2 years, plus tests to recover rights. 3-month minimum forfeit in case of a fatal accident.	
Fines pronounced by judge	€137.50 to €2,750		€1,100 to €1,1000	

* Optional in cases of serious recidivism or of physical harm as a result of the offence.

Denmark⁶⁰

BAC	0.051 to 0.12%	0.12 to 0.2%	>0.2%
First Offence			
Endorsement			
Fine	Net salary x BAC level	Net salary x BAC level	One month salary
Suspension	Conditional ⁶¹ unless new driver in which case full suspension	Unconditional ⁶² — minimum 3 years	Unconditional — minimum 3 years
Imprisonment			20 days conditional ⁶³
Other	Re-test	Re-test	Re-test
Other	Alcohol and Traffic Course (10 hours) paid by driver	Alcohol and Traffic Course (10 hours) paid by driver	Alcohol and Traffic Course (10 hours) paid by driver

For second and subsequent offences, the punishment is more severe

⁵⁹ Source: www.bob.be "La note"

⁶⁰ Source: The Danish Police, Lov om aendring af straffeloven L41 af 13. Oktober 1999

⁶¹ Conditional means the driver may keep his licence but has to pass a new driver's test (practical and theoretical) within 3 months.

⁶² For an unconditional suspension the driver loses his licence and the right to drive. After the period, he has to pass a driver's test and remain on trial for a period (e.g., 5 years). During the trial period, offence of any rule will lead to unconditional suspension for a minimum of six months.

⁶³ Conditional means that the person will not go to prison if they do community service and an education programme.

Estonia

BAC	0.02 to 0.049%	>0.05%
Endorsement		
Fine	Up to €193	Up to €1,154
Suspension		3 months

Repeated offence (2 or more violations)

Endorsement		
Fine	Up to €1,154	
Suspension	Up to 3 years	
Imprisonment	Up to 3 years	
Other	Launch of criminal investigation	

Finland

BAC	0.05 to 0.12%	>0.12%
Endorsement	none	none
Fine	yes depends on income	yes depends on income
Suspension	About 6 months	About 1 year
Imprisonment	minimum six months	Up to 2 years
Other		

Basic penalty — if first time, only a fine — if very aggravated case, prison

France⁶⁴

BAC	0.05 to 0.079%	>0.08% or inebriated or refused sample
Endorsement	6 points	6 points
Fine	€135	€4,500
Suspension*	3 years	or withdrawal for 3 years (without respite or "permis blanc" - licence subject to certain conditions, particularly for professionals)
Imprisonment		2 years
Other**		immobilisation of vehicle

Repeated offence or inebriated or refusal to accept a blood test

Endorsement		6 points
Fine		€4,500
Suspension*		Suspension of up to 3 years or cancellation of licence
Imprisonment		Up to 2 years
Other**		immobilisation or confiscation of vehicle

Driving under the influence of drugs or alcohol

Endorsement		6 points
Fine		€9,000
Suspension*		three year withdrawal of licence
Imprisonment		3 years
Other**		immobilisation or confiscation of vehicle

Causing accidental injury with total incapacity to work for three months or less while inebriated

Endorsement		6 points
Fine		€30,000
Suspension*		Suspension for 10 years (without respite or "permis blanc")
Imprisonment		Up to 10 years
Other**		immobilisation or confiscation of vehicle

Causing death while inebriated

Endorsement		6 points
Fine		€150,000
Suspension*		Automatic suspension or withdrawal for 10 years (without respite or "permis blanc")
Imprisonment		Up to 10 years
Other**		immobilisation or confiscation of vehicle

* Maximum limit, the judge may decide to reduce the length of the penalty as deemed appropriate

** Immobilisation or confiscation of the vehicle may not be combined with prison sentences or fines.

⁶⁴ Source: Ministry of Equipment, Transport, Housing, Tourism and Sea — Road circulation and Safety Division

Germany⁶⁵

BAC	0.0 to 0.03%	0.03 to 0.05%	0.05 to 0.11%	>0.11%
First offence — No injuries caused and no signs of unsteadiness				
Endorsement			4 points	7 points
Fine			€250	Yes or prison
Suspension			1 month	6 months to 5 years
Imprisonment				
Other			Administrative offence	Criminal offence
Second offence — No injuries caused				
Endorsement			4 points	
Fine			€500	
Suspension			3 months	
Imprisonment				
Other			Administrative offence	
Third offence — No injuries caused				
Endorsement			4 points	
Fine			€750	
Suspension			3 months	
Imprisonment				
Other			Administrative offence	
In the event of unsteadiness or an accident				
Endorsement		7 points		
Fine		one to three months salary OR imprisonment		
Suspension		between 6 months and 5 years		
Imprisonment		up to 5 years		
Other		Criminal offence		
Drivers under 21 and or probationary				
Endorsement	2 points			
Fine	€125			
Suspension	Imprisonment			
Other	Advanced course at drivers cost. Prolonged probationary status			

⁶⁵ www.verkehrsportal.de/verkehrsrecht/promille and www.strafzettel.de

Ireland⁶⁶

BAC	0.08 to 0.10% *	0.10 to 0.15%	>0.15%
First offence			
Endorsement			
Fine	Maximum of €5,000	Maximum of €5,000	Maximum of €5,000
Suspension/ disqualification		1 year	2 years
Second or subsequent offence			
Endorsement			
Fine	Maximum of €5,000	Maximum of €5,000	Maximum of €5,000
Suspension/ disqualification	2 years	4 years	

*Under Section 5 of the Road Traffic Act 2006 it is envisaged that a driver who has a BAC of less than 0.1 (but above 0.08) and not been previously convicted for an offence of drink driving within the last five years, will have an option to have the case dealt with outside the courts. The offender will be able to opt to accept a fixed charge notice which will result in a €300 fine and a six month disqualification. This will be an administrative offence rather than criminal. This section of the 2006 Act has not yet been commenced by the Minister of Transport.

Italy

BAC	0.05 to 0.08%	0.08 to 0.15%	> 0.15%
Endorsement	10 points subtracted from an initial 20	10 points subtracted from an initial 20	10 points subtracted from an initial 20
Fine	€500 – 2,000	€800 – 3,200	€1,500 – 6,000
Suspension	3 – 6 months	6 months – 1 year	1 – 2 years
Imprisonment	Up to 1 month (legal arrest)	Up to 3 months (legal arrest)	Up to 6 months (legal arrest)
Other		Community service of up to 6 months ⁶⁷	Community service of up to 6 months ⁶⁷

In case the driver under the influence causes a road accident, the sentences are doubled and the vehicle is confiscated for a period of ninety days, except for cases where the owner of the vehicle is not involved in the accident.

Luxembourg

BAC	0 to 0.08%	0.08 to 0.12%	>0.12%
	Not an offence	Penalty	Sent to tribunal

⁶⁶ Source: Department of Transport, Ireland. www.transport.ie/upload/general/10568-0.doc

⁶⁷ Upon the request of the defendant, the sentence can be, carried out through community service with a public traumatology clinic for a period of two to six months.

Netherlands

BAC	0.054 to 0.079%	0.080 to 0.129%	0.130 to 0.179%
Endorsement			
Fine	€190	€220	€650
Suspension			6 months
Imprisonment			
Other			Mandatory three-day course about alcohol and traffic

Norway

BAC	0.02 to 0.05%	0.05 to 0.10%	0.10 to 0.15%	>0.15%
Endorsement				
Fine*	YES, depending on the level between 0.02 and 0.05	YES	YES	YES
Suspension		YES	YES	YES
Imprisonment		Suspended	Suspended or unconditional	Unconditional
Other				

* The fine will increase as the BAC gets higher

Poland

BAC	0.02 to 0.05%	>0.05%	In the case of a fatal accident
Endorsement			
Fine	up to 5,000zł	up to 720,000zł	up to 720,000zł
Suspension	Up to 3 years	Up to 10 years	Disqualification
Imprisonment	Up to 30 days	Up to 2 years	Up to 10 years

Portugal

BAC	>0.05% to < 0.08	>0.080 to 0.119%	>0.12%
Endorsement			
Fine	€240 - 1,200	€360 - 1,800	
Suspension	1 - 12 months	2 months - 2 years	3 months - 3 years
Imprisonment			up to 1 year or prison suspension up to 4 months

Romania

BAC	< 0.08%	>0.08%	
Endorsement	9 - 20 points		
Suspension	Up to 90 days		
Imprisonment		1 - 5 years	

Slovak Republic

BAC	< 0.08%	>0.08%	
Endorsement			
Fine	YES	YES (15,000SK)	
Suspension	3 months	6 months	

Spain

BAC	More than 0.25 - 0.50 mg/l exhaled air (Professionals and learners: 0.15- 0.30 mg/l exhaled air)	More than 0.50 mg/l exhaled air (Professionals and learners 0,30 mg/l exhaled air)	More than 0.60 mg/l exhaled air or 1.2 gr/l in blood
	Modified by Law 17/2005*		Modification of the Penal Code in 2007 in Road Road safety issues: "Ley Orgánica" 15/2007, of 30 of November.
Endorsement*	4 points	6 points	
Fine		From €301 – €600	See below
Suspension		From one to three months	1 – 4 years
Prison			Prison 3 – 6 months or a fine 6 – 12 months and work for the community during 31 -90 days,
		Administrative Offence	Criminal Offence

*Maximum 12 points

Sweden

BAC	0.01 to 0.099%	>0.10%
Endorsement		
Fine	varies according to income	very high fines OR
Suspension *	at least 12 months above 0.05	between 12 and 36 months
Imprisonment	possible 2 months	1 month to 2 years according to BAC level and circumstances Sentences commonly served at home with electronic surveillance
Other	possible community service, probational sentence or different types of treatment	More and more conditional sentences with treatment and rehabilitation. Possible community service

Repeated offences

Endorsement		
Fine	larger fines	
Suspension *		
Imprisonment	longer prison terms — maximum 2 years	

Causing a fatal accident

Imprisonment	longer prison terms — maximum 6 years	
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* Licence suspension or revocation is not part of the penal system but is a road safety action. To suspend the drivers licence is looked upon as a measure of precaution, rather than a penalty. The main policy is to call back (suspend) the drivers licence for every case of drinking and driving. The suspension might vary between 1-36 months. If suspended for more than 12 months, the driver must do the driving test once again.

Turkey

BAC	
First offence *	
Suspension	6 months
Second offence *	
Suspension	2 years
Third offence *	
Suspension	2 years
Other	Psychological treatment by a medical doctor
Driving under the influence of drugs or alcohol *	
Suspension	YES
Imprisonment	YES

* **Drunk drivers are subject to suspension even if they do not cause accidents**

UK

BAC	0 to 0.08%*	0.08 to 0.137%	0.138 - 0.206%**	0.207 - 0.275%	>0.276%
First Offence					
Endorsement (Penalty points) ***	3 –11	3 –11	3 –11	3 –11	3 –11
Fine	Variable	£150–150% of weekly income	£150 - 150% of weekly income	up to £5,000 and or penalty	up to £5,000 and or penalty
Suspension /Disqualification (minimum)	12 months	12–16 months	17–22 months	23 –28 months	29–36 months
Reduction ****	–	4.5 months	6 months	7.5 months	9 months
Imprisonment	–	–	–	–	12 weeks
Other				community penalty considered	community penalty considered
Refusing to give a specimen					
Endorsement (Penalty points) ***	3 –11				
Fine	£150–150% of weekly income				
Suspension / Disqualification (minimum)	12 –36 months				
Imprisonment	considered				
Other	community penalty considered				

* Offenders with a BAC below the legal limit but found to be unfit to drive through alcohol.

** Offenders with BAC 0.2% or greater, those convicted of two offences of having excess alcohol or being unfit to drive within 10 years and those who fail to provide an evidential specimen are subject to the provisions of the High Risk Offender scheme.

*** Only applies where an offender is not disqualified outright.

**** Courts have the power to offer any drink drive offender the opportunity of attending a rehabilitation course for which their period of disqualification will be reduced on satisfactory course completion.

Source: [Magistrates' Court Sentencing Guidelines](#)

ANNEX 4: Penalties Australia⁶⁸

Drink Driving Penalties, by State

Australian Capital Territory

BLOOD ALCOHOL CONCENTRATION	PENALTY — FIRST OFFENDERS	PENALTY — REPEAT OFFENDERS	MAXIMUM DISQUALIFICATION FROM DRIVING PERIOD
≥ 0.02% but < 0.05%	Fine not exceeding \$500	Fine not exceeding \$1000	First offence — 3 months Repeat offence — 12 months
≥ 0.05% but < 0.08%	Fine not exceeding \$500	Fine not exceeding \$1000	First offence — 6 months Repeat offence — 12 months
≥ 0.08% but < 0.15%	Fine not exceeding \$1000 or imprisonment for a period not exceeding 6 months, or both.	Fine not exceeding \$1000 or imprisonment for a period not exceeding 6 months, or both.	First offence — 12 months Repeat offence — 3 years
≥ 0.15%	Fine not exceeding \$1500 or imprisonment for a period not exceeding 9 months, or both.	Fine not exceeding \$2000 or imprisonment for a period not exceeding 12 months, or both.	First offence — 3 years Repeat offence — 5 years

Northern Territory

OFFENCE	PENALTIES	1ST OFFENCE	2ND or SUBSEQUENT OFFENCE
BAC ≥ 0.05% but < 0.08%	Maximum Fine	\$500	\$750
	Maximum Prison Term	3 months	6 months
BAC ≥ 0.08 % but <0.15%	Maximum Fine	\$750	\$2000
	Maximum Prison Term	6 months	12 months
	Licence Disqualification	6 months	12 months
	Immediate Licence Suspension	no	yes
≥ 0.15%	Maximum Fine	\$1000	\$2000
	Maximum Prison Term	12 months	12 months
	Licence Disqualification	12 months	≤ 5 years
	Immediate Licence Suspension	yes	yes
> 0.00 % where BAC 0.00% limit applies	Maximum Fine	\$500	\$750
	Maximum Prison Term	3 months	6 months
	Licence Disqualification	3 months	6 months

⁶⁸ As reproduced on police websites

New South Wales

OFFENCE	PENALTIES	1ST OFFENCE	2ND or SUBSEQUENT OFFENCE
BAC \geq 0.15%	Maximum Court-Imposed Fine	\$3,300	\$5,500
	Maximum Prison Term	18 months	2 years
	Licence Disqualification		
	Minimum	12 months	2 years
	Maximum	unlimited	unlimited
	Automatic*	3 years	5 years
	Immediate Licence Suspension	yes	yes
BAC \geq 0.08 % but $<$ 0.15%	Maximum Court-Imposed Fine	\$2,200	\$3,300
	Maximum Prison Term	9 months	12 months
	Licence Disqualification		
	Minimum	6 months	12 months
	Maximum	unlimited	unlimited
	Automatic*	12 months	3 years
	Immediate Licence Suspension	yes	yes
BAC \geq 0.05% but $<$ 0.08% or BAC $>$ 0.00% for novice drivers or BAC $>$ 0.02% for special category drivers	Maximum Court-Imposed Fine	\$1,100	\$2,200
	Maximum Prison Term	n/a	n/a
	Licence Disqualification		
	Minimum	3 months	6 months
	Maximum	6 months	unlimited
	Automatic*	6 months	12 months
	Immediate Licence Suspension	no	no

*'automatic' is the disqualification period that applies in the absence of a specific court order.

Queensland

OFFENCE	PENALTIES	1ST OFFENCE	2ND OFFENCE (within 5 years)	SUBSEQUENT OFFENCE (within 5 years)
BAC \geq 0.15%	Maximum Fine	\$2,100	\$4,500	–
	Maximum Prison Term	18 months	18 months	automatic prison term
BAC \geq 0.05% but less than 0.15%	Maximum Fine	\$1,050	\$1,500	\$2,100
	Maximum Prison Term	3 months	6 months	9 months
Provisional Learner or Probationary under 25 years old BAC >0.00% but < 0.05%	Maximum Fine	\$1,050	\$1,500	\$2,100
	Maximum Prison Term	3 months	6 months	9 months
No alcohol drivers (e.g. taxis) where BAC > 0.00% but < 0.05	Maximum Fine	\$1,050	\$1,500	\$2,100
	Maximum Prison Term	3 months	6 months	9 months

South Australia

OFFENCE	PENALTIES	1ST OFFENCE	2ND OFFENCE	SUBSEQUENT OFFENCE
BAC \geq 0.05% but < 0.08%	Fine	\$700	\$700	\$700
	Licence Disqualification#	n/a	\geq 3 months	\geq 6 months*
BAC \geq 0.08 % but < 0.15%	Fine	\$500 - \$700	\$700 - \$1,200	\$1100 - \$1,800
	Licence Disqualification #	\geq 6 months	\geq 12 months	\geq 2 years
\geq 0.15%	Fine	\$700 - \$1,200	\$1200 - \$2,000	\$1500 - \$2,500
	Licence Disqualification #	\geq 12 months	\geq 3 years	\geq 3 years

Licence disqualifications are automatic and mandatory.

* The law provides for this disqualification period as specific penalty for a third offence. Fourth and subsequent offences in this range attract a minimum of 12 month's disqualification.

Note: Learner and Provisional (post-learner) licence holders who commit a drink-driving offence receive the same penalties as full licence holders, and will be disqualified for an additional period of 6 months as well as receiving a substantial fine for breaching the zero BAC condition of their licences.

Tasmania

OFFENCE	PENALTIES	1ST OFFENCE	SUBSEQUENT OFFENCE
BAC < 0.05%*	Fine	\$200 – \$1,000	\$400 – \$2,000
	Licence Disqualification	3 – 12 months	6 – 24 months
BAC ≥ 0.05% but < 0.10%	Maximum Prison Term	3 months	6 months
	Fine	\$200 – \$1,000	\$400 – \$2,000
	Licence Disqualification	3 – 12 months	6 – 24 months
	Maximum Prison Term	3 months	6 months
BAC ≥ 0.10 % but <0.15%	Fine	\$400 – \$2,000	\$800 – \$4,000
	Licence Disqualification	6 –18 months	12 – 36 months
	Maximum Prison Term	6 months	12 months
≥ 0.15%	Fine	\$500 – \$3,000	\$1000 – \$6,000
	Licence Disqualification	12 – 36 months	24 – 72 months
	Maximum Prison Term	12 months	24 months

* For those restricted to a BAC of 0.00%.

Victoria

OFFENCE	PENALTIES	1ST OFFENCE	SUBSEQUENT OFFENCE
< 0.05%*	Fine	\$265	≤ \$2,753
	Licence Disqualification	≤ 6 months	15 – 48 months
	Demerit Points [^]	10	n/a
	Maximum Prison Term	n/a	18 months
> 0.05% but < 0.07 %**	Fine	\$330	≤ \$2,753
	Licence Disqualification	≤ 6 months	15 – 48 months
	Demerit Points [^]	n/a	n/a
	Maximum Prison Term	n/a	18 months
> 0.05% but < 0.07 %***	Fine	\$330	≤ \$2,753
	Licence Disqualification	≤ 6 months	15 – 48 months
	Demerit Points [^]	10	n/a
	Maximum Prison Term	n/a	18 months
BAC ≥ 0.07% but < 0.15%	Fine	\$330 – \$465	≤ \$2,753
	Licence Disqualification	6 – 14 months	15 – 48 months
	Demerit Points [^]	n/a	n/a
	Maximum Prison Term	n/a	18 months
≥ 0.15%	Fine	≤ \$2,753	≤ \$2,753
	Licence Disqualification	15 – 48 months	15 – 48 months
	Demerit Points [^]	n/a	n/a
	Maximum Prison Term	18 months	18 months

* For those restricted to BAC of 0.00% (professional drivers, learner and provisional (post-learner) licence).

** For those restricted to BAC of 0.00% (professional drivers, learner and provisional (post-learner) licence) and those less than 26 years of age.

*** Full (unrestricted) licence holders.

[^] Demerit points are an alternative to licence disqualification at the court's discretion. Accumulation of 12 points results in licence suspension. Learner and probationary drivers have a limit of 5 demerit points within a 12 month period; a penalty of 10 demerit points will result in an automatic 4-month suspension, unless the driver takes the 'double or nothing' option and incurs no more demerit points within the next 12 months.

Western Australia

0.02% or More of Alcohol in the Blood

Probationary drivers who are charged with having a blood alcohol level of 0.02% or more are likely to have their driver's licence cancelled for three months by the Courts. At the end of the cancellation, the driver will have to re-sit the full theory and practical driving test to be granted their driver's licence back.

Other drivers who may be subject to a 0.02 per cent blood alcohol limit are:

- Extraordinary drivers licence holders;
- Drivers disqualified from driving because of a medical condition, stipulated under section 48 of the *Road Traffic Act 1974*;
- Drivers currently serving a suspension or cancellation of their drivers licence for a drink driving related offence;
- Drivers whose licences were cancelled/disqualified for some drink-driving offences and incur a subsequent offence are restricted as to their blood alcohol level for a period of three years from the date of expiry of their current cancellation/disqualification; and
- People who are learner drivers, or do not hold or have never held a driver's licence in any state of Australia or any other country.

0.05% or More of Alcohol in the Blood

BLOOD ALCOHOL CONCENTRATION	PENALTY	
≥ 0.05% but < 0.06%	Minimum Fine	\$250
	Maximum Fine	\$500
	Licence Disqualification	3 months
≥ 0.06% but < 0.07%	Minimum Fine	\$300
	Maximum Fine	\$500
	Licence Disqualification	3 months
≥ 0.07% but < 0.08%	Minimum Fine	\$350
	Maximum Fine	\$500
	Licence Disqualification	3 months

0.08 or More of Alcohol in the Blood

PENALTY				
BLOOD ALCOHOL CONCENTRATION		1st Offence	2nd Offence	Subsequent Offence
≥ 0.08% but < 0.09%	Minimum Fine	\$400	\$800	\$800
	Maximum Fine	\$1,500	\$1,500	\$1,500
	Licence Disqualification	3 months	6 months	6 months
≥ 0.09% but < 0.10%	Minimum Fine	\$500	\$800	\$800
	Maximum Fine	\$1,500	\$1,500	\$1,500
	Licence Disqualification	3 months	6 months	7 months
≥ 0.10% but < 0.11%	Minimum Fine	\$500	\$1,000	\$1,000
	Maximum Fine	\$1,500	\$1,500	\$1,500
	Licence Disqualification	4 months	6 months	8 months
≥ 0.11% but < 0.12%	Minimum Fine	\$600	\$1,000	\$1,000
	Maximum Fine	\$1,500	\$1,500	\$1,500
	Licence Disqualification	4 months	7 months	9 months
≥ 0.12 but < 0.13%	Minimum Fine	\$600	\$1,200	\$1,200
	Maximum Fine	\$1,500	\$1,500	\$1,500
	Licence Disqualification	5 months	8 months	10 months
≥ 0.13% but < 0.14%	Minimum Fine	\$700	\$1,200	\$1,200
	Maximum Fine	\$1,500	\$1,500	\$1,500
	Licence Disqualification	5 months	10 months	12 months
≥ 0.14% but < 0.15%	Minimum Fine	\$700	\$1,200	\$1,200
	Maximum Fine	\$1,500	\$1,500	\$1,500
	Licence Disqualification	6 months	12 months	14 months

0.15 or More of Alcohol in the Blood

PENALTY				
BLOOD ALCOHOL CONCENTRATION		1st Offence	2nd Offence	Subsequent Offence
≥ 0.15%	Minimum Fine	\$800	\$1,500	\$2,000
	Maximum Fine	\$2,500	\$3,500	\$5,000
	Prison Term	-	OR ≤ 6 months	OR ≤ 18 months
	Licence Disqualification	< 6 months	< 2 years	permanently

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